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[25]

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HONGKONG OFFICE: 10A, DES VOURS ROAD
LONDON OFFICE: 131, FINCH STREET, E.C.

The Daily Press

HONGKONG, MARCH 10TH, 1910.

When Japan began to enter into competition with the manufacturing nations of the West in cotton-spinning, shipbuilding, match-making and many other departments of industry, there arose much discussion regarding the eventual possibility of the East making an industrial conquest of the West, and this is still a fruitful theme of speculation. Japan has made enormous strides in the last ten or fifteen years, and China is now beginning to realise the enormous power which the possession of her vast mineral resources is destined to give her when the productive capacity of her huge hard-working population is assisted by modern mechanical devices and accurate knowledge of the needs of modern commerce. She is a slumbering giant among industrial nations, and when she prepares for the fray—so the prediction of the pessimist runs—we may expect to see the markets of the West speedily swamped with the products of the cheap labour of the East. One reply to this is that as the East approximates to the West, the conditions of life change, the standard of living grows ever higher, and all in due time the present advantage which the East possesses in the cheapness of labour will show an increasing tendency to vanish. Those who adopt this argument would probably say this view is confirmed to some extent by the experience of Japan. The official statistics show that during the past ten years wages and prices have been steadily rising, and both may be stated as at least fifty per cent. more than they were ten years ago. But when we extend our view over

the whole surface of the globe we find that the increasing cost of living is not a very confined to the Far East. If prices have risen in Japan, so also are they rising elsewhere. In the United States, the cost of living has become a political question of the first importance, and is at the present time engaging the attention of the Ways and Means Committee of the House of Representatives. An article in *Bradshaw's Review* three months ago showed that the average wholesale price of 100 general commodities was 30 per cent. greater on December 1st, 1909, than on July 1st, 1896. It showed also that the average price on October 1st, for the three years 1907-9, was 35.4 per cent. greater than that for the same day in three years 1896-7-8. For the eight-and-one-half-year period from June 1st, 1900, to December 1st, 1909, the increase had been 23 per cent. But when the examination is restricted to the commodities ordinarily purchased by a working man's family it is found that in food alone prices have gone up in a period of thirteen years by 70.3 per cent., while in New York City an average increase of 50 per cent. in rentals for the whole city in the last ten years is described as a conservative figure. According to the Secretary of Agriculture, "the high cost of living is due to the Trusts, just to the Trusts." We have seen economists attribute it to a combination of many causes, and recently in an American paper a list of thirty-two reasons were given. "Trusts" were mentioned far down in the list, but it is apparent from the recent "meat boycott" that the view of the Secretary of Agriculture is widely accepted. The "meat boycott" began in Cleveland by the Labour Unions declaring that the dearth of beef was due less to a shortage of cattle than to the action of the Beef Trust. In a few days eleven thousand families in Cleveland took a pledge not to eat beef for sixty days. The movement spread rapidly in various parts of the United States. In Cleveland the immediate effect was a fall in the price of meat. Then the Labour Unions suggested that the people should protest in a similar manner against paying more than 30 cents a dozen for eggs, and it may be that by this time the boycott has embraced other commodities. That the price of perishable articles like meat and eggs should fall in such circumstances does not prove that the difference between the low price and the high price charged in normal times represents the "squeeze" of the Trusts. The fact is long continued, would put an end to the Trusts for ever—and it is conceivable that the last state of the consumer might be worse than the first; for if the Trusts make large profits, they make them as a rule not by putting prices up to a level higher than they would reach were there free competition among smaller distributing firms, but because the vast extent of their operations enables them to buy cheaply and to effect economies in manufacture, storage and distribution. Even if this view be not accepted, it must be admitted that there are many other things besides Trusts that contribute in every land to increase the cost of living. For example, among those put forward by the economists in America we may mention the enormously increased output of gold; the increase in the circulating medium, to saturation point; the extension of the credit system; the growth of extravagant habits in every walk of life, which has caused demand to outstrip production; the great prosperity as exhibited in the growing wealth of the nation, which has increased above 63 per cent. during the past fourteen years, the effect of added wealth being to make buyers eager when demand presses on insufficient supply, and their competition tends to send up prices. In Japan "the growth of extravagant habits" has been checked by an Imperial Rescript enjoining the Simple Life. What remedies are possible in America we cannot tell, but of this we may be sure, that prices are not likely to fall there with the same rapidity as they have risen. And so we come back to the question as to whether the great differences in the price of Oriental and Occidental labour are likely to be for ever maintained. We see that while it is true that the standard of living and the cost of living have increased greatly in Japan in the last decade, there has been at least a corresponding increase in the United States in the same period, and we believe it could be shown that there has been a similar tendency in the most progressive countries of Europe, though not to the same extent as in America. Thus the increase which has taken place in prices in Japan has done very little, so far, to weaken the contention of those who predict that the labour of the East will ever remain cheaper than the labour of the West, and

that on this account the ultimate triumph of the East in the world's markets is one of the certainties of the future—perhaps of the present century. But we are not persuaded. More things than the wage-rate count in such a question.

The English Mail of the 5th February was delivered in London on the 8th inst.

A fire broke out in Hankow last month which destroyed a Japanese shop, a Chinese shop and three small houses. Insurance companies were involved to the extent of £15,000.

A tabular statement in the *South Press* shows that between the 16th and 22nd February 3 insurgents were killed and 53 captured. The arms seized in the same period were 154 rifles, 37 swords and 901 spears.

From the Osaka Shosen Kaisha we have received an illustrated guide to Tientsin describing the routes from Japan—namely, up the Yangtze to Hankow, and thence by rail, or by steamer direct up the Peiho.

We have received a copy of the thirty-eighth issue of the publication of the Chinese Imperial Maritime Customs giving the list of lighthouses, light-vessels, buoys and beacons on the coast and rivers of China, corrected to 1st December, 1909. Besides the lists there are a series of plans, making the publication indispensable to mariners in China waters.

The last ordinary meeting of the Union Church Literary Club for this season will be held to-night, when Lieut. Colonel Bayard, D.S.O., of the Buffs, will lecture on "Eight months in the Aden Hinterland." This will be a most interesting lecture, recounting as it does the Colonel's personal experiences of a little known expedition from Aden.

A kidnapper was frustrated on Tuesday morning by a watchful father. The kidnapper had enticed a seven years old boy on board the launch for Sam Chun the night before it started, but the father, having his suspicion aroused, went down to the launch at four o'clock in the morning and discovered his "missing son." The abductor made off, but was subsequently arrested.

A daring theft came under the notice of the Magistrate (Mr. E. R. Hallifax) yesterday when three men were charged with being concerned in stealing two anchors and cables from the Dutch steamer *Tjibodas*. One of the men was the quartermaster, who is suspected of having connived at the theft, and another is the marine store dealer, who gave \$14 for the anchors and cables. They were remanded.

A few weeks ago Mrs. Liddell, residing at Lochiel Terrace, Kowloon, was robbed of jewellery to the value of \$1,200 by a former cook while the family were sitting at dinner. The thief knew his way about the house and took the jewellery from the bedroom and succeeded in making his escape. But he did not get far enough. He was discovered at Macao and was brought to Hongkong on Tuesday. Yesterday he appeared before Mr. E. R. Hallifax at the Magistrate's court and was committed to take his trial.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—

Colonial Government	\$300
Hongkong & Whampoa Dock Co.	100
"V. E. Onbehne	20
W. Murray Scott	2
A. Shaw	10
W. Dickson	10
The Pharmacy	10
A. Rodger	10
H. K. & A. K.	5
W. L. H.	5

A case of more than ordinary interest was heard at the Magistrate's court yesterday when two Chinese were charged with being in possession of a loaded revolver and daggers with intent to commit a felony. The two men, a fortnight ago, visited the house of Mr. Hunter, in Lochiel Terrace, Kowloon, and called the boy by name. The latter came out and was immediately set upon by the two men, one of whom held him by the queue while the other belaboured him with an iron bar. His cries of "save life" brought his master on the scene and the two assailants made off. However, Mr. Hunter went to the front door and a little later saw the two returning. With the assistance of a friend he hurried them, when a loaded revolver dropped from one of them, and daggers were found in possession of each. They apparently intended some harm to the boy.

Japan's plans for creating Chinlai Bay, Korea, into a naval base involve an expenditure estimated at eight and a half million yen. It is proposed to spread the expenditure over a period of ten years. A place called Kopo, situated between Fusan and Masampo, is to be used as a firing range for heavy ordnance. At present the only place in Japan which can be used for this purpose is the Bay, and for some time past, a report states, the naval authorities have been doing their best to find an additional spot, but until now without success. Since the Russo-Japanese war the calibre of heavy ordnance has been considerably enlarged, and with it the range of efficiency, the extent of which is said to be now fully 20,000 metres. The naval authorities deem it a subject of congratulation that hereafter no difficulty will be experienced in the development of artillery, and that the pieces turned out by the Kure Arsenal can be promptly tested at the new range.

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TELEGRAMS.

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TIBETAN AFFAIRS.

PEKING, March 9th.

Reports from Tibet state that quietness prevails.

Amban Wen is proceeding to Szechuan, while Amban Lien remains at Lhasa, as Resident-General.

The Mongolian Princes have protested pacifically against the dismissal of the Dalai Lama.

REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."

GERMANY'S NAVAL EXPANSION.

LONDON, March 9th.

In the debate on the Naval Estimates in the Reichstag at Berlin, the Socialists declared that the omission of the Chancellor in his speech on the 6th inst. to mention the subject of the limitation of armaments justified British mistrust.

Admiral von Tirpitz, Secretary of the Navy, denied that the Government had evaded the question of a Naval Agreement with Great Britain, and he denied that the German programme had been accelerated.

Several English papers, while reciprocating the sentiments of amity expressed by Herr Bethmann-Hollweg (the Chancellor), insist that the German Navy is building on an unjustifiable scale for the purpose of defence, and consider that a friendship which costs Great Britain millions yearly is of doubtful advantage.

A GERMAN BATTLESHIP ON FIRE.

LONDON, March 9th.

A fire broke out on the new German battleship "Posen" at Kiel and raged for three hours.

It will take several weeks to repair the damage done.

THE BRITISH BUDGET.

A HUGE LOSS.

LONDON, March 9th.

Speaking in the House of Commons, Mr. Lloyd George, Chancellor of the Exchequer, estimated that the loss owing to the rejection of the Budget was 28½ million pounds sterling. It was impossible to say what was recoverable.

KING EDWARD IN PARIS.

LONDON, March 9th.

H.M. the King while in Paris exchanged visits with President Fallieres.

CHINA AND TIBET.

POLITICAL COMPLICATIONS FEARED.

LONDON, March 9th.

Reuter in an interview with a well-informed and competent Indian authority, on the political effects of the developments in Tibet elicited an expression of opinion that the nearer approach of the Chinese to the Indian frontier would increase the facilities for intriguing with Nepal, Bhutan and Sikkim, which the Chinese already regarded as more or less subject or sister States necessitating increased vigilance on the part of the Indian Political Department. The attitude of Nepal especially was important, as the bringing of Nepal and China into closer touch might lead to political complications to which it was impossible for India to be indifferent.

COMPANY MEETING.

HONGKONG FIRE INSURANCE CO.

The forty-first annual meeting of shareholders in the above Company was held yesterday afternoon at the offices of the General Managers Messrs Jardine, Matheson & Company. The Hon. Mr. W. J. Groom presided, and there were also present: Sir Paul Chater, Messrs O. S. Gabbay, E. Matland, H. P. White (consulting committee), Ho Fook, Wong Leung Him, J. M. B. Machado, C. Osmund, A. H. M. de Silva, A. Turner, D. D. Gazdar, and L. N. Leale (Secretary).

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—The report and accounts have been in your hands for some days, and with your permission, I will follow the usual course and take them as read. The year 1909, you will have observed from the figures, has proved a most satisfactory one to the Company. The slight drop in the premium income was inevitable in consequence of the decline in trade which was so characteristic a feature of that year, but the losses have kept within very moderate limits. The worst outbreak of fire in this part of the world which has occurred since we last met was, I think, unquestionably that of January last in Manila, when damage estimated at about £1 of a million pesos was sustained. We fortunately escaped very lightly. You will see from the report how we propose to deal with the profit of \$318,979.30 with which the year closes. In the opinion of your Consulting Committee it will be of great advantage to institute a Reinsurance Fund. By its aid the Company will be able to take larger lines in those places where experience has shown such a course to be justifiable, and it will be of assistance in our operations at agencies where the Company enjoys no local advantages.

The successful result of the year 1909 affords us an opportunity of inaugurating such a fund by the appropriation of \$81,153.76, and I hope this proposal will commend itself to you as it has done to the judgment of your Board and General Managers. We propose to add to the Reserve Fund \$21,825.54, bringing it to \$1,460,000, and to pay a dividend of \$27 per share. I am glad to say that the first twelve months of 1909 have gone well, and display a recovery in the premium income. Before proposing the adoption of the Report and Accounts I shall be glad to reply to any questions which shareholders may wish to put.

There being no questions the report was adopted on the motion of the CHAIRMAN, seconded by Mr. TURNER.

Mr. SILVA proposed, and Mr. MACHADO seconded, the re-election of Sir Paul Chater and Messrs. White, Matland and Gabbay to the consulting committee. The motion was agreed to.

Mr. OSMUND moved, and Mr. HO FOOK seconded, the re-election of Messrs W. Hutton Potts and H. Percy Smith as auditors. Carried.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants can be had on application to-morrow.

THE LUSITANO LILLIPUTIANS AT THE THEATRE.

Notwithstanding the inclemency of the weather the Lusitano Lilliputians had a fairly good house last night when they gave a performance of "La Mascotte" at the theatre in aid of the funds of the Society of St. Vincent de Paul. Having already given several performances of the piece this season at the Lusitano Club, the children were thoroughly familiar with their parts, and on the stage of the theatre they played with the utmost confidence and the greatest success. Little Elfrida Osmund as the Mascotte was exceptionally good; she spoke and sang distinctly, and acted with a grace and charm far above her years. The production of the opera reflects very great credit on all concerned, and the services of Mr. A. de Silva must be especially acknowledged.

The final performance in Hongkong this season takes place at the theatre this afternoon, and parents will doubtless avail themselves of this opportunity to give their children a treat which they are certain to greatly enjoy.

SILK SHIPMENTS TO NEW YORK.

The *New York Times* says regarding the silk forwarded per the O.S.K. S.S. *Tacoma Maru* from Yokohama on the 1st January—"A consignment of silk which arrived at Tacoma a week ago Sunday was sent East over the Chicago-Milwaukee Pacific Coast Railway and the old St. Paul Line to Chicago, and thence to New York, arriving in Jersey City in 2 hours less than 5 days. The silk got here before the bill of lading which came by mail on the same steamer, which brought the silk from Japan. The freight beats the mails from coast to coast."

BROKEN ENGAGEMENT.

MEMBER OF PARLIAMENT'S PROPOSED

MARRIAGE CANCELLED.
Another society wedding has been broken off. It is announced in the *London Morning Post* that the marriage arranged between Mr. Robert Vernon Harcourt, M.P., and Miss Marjorie Curzon will not take place. The wedding was originally to have taken place in November last, but it was postponed on account of the illness of Miss Curzon. Then the General Election intervened, but it was expected then that the ceremony would take place as soon after as possible—possibly before Lord Harcourt, who is the younger son of the late Sir William Harcourt, and held by the title of Lord Harcourt, First Commissioner of Works, was born in 1873. He was for five years in the Foreign Office, but then became a journalist and playwright. He was Parliamentary correspondent and dramatic critic of *The Times*, and a member of the Dramatic Censorship Committee. He was elected M.P. for Montrose Burghs when Mr. John Morley was given a peerage, and he retained the seat at the present election. Miss Curzon, a grand-daughter of Sir Robert Curzon, founder of the *Times* line of steamships, has the reputation of being one of the prettiest girls in England, and she is very popular in society.

REVIEWS.

Master John. By SHAN F. BULLOCK. London: T. Werner Laurie.

This is Mr. Bullock's thirteenth novel, and is a long way in advance of "The Cube," the only one of the previous dozen that has come under our own notice. The story grips the attention from beginning to end. It is told by an Irish car driver, Dan, with that humour and quaint turn of phrase which we associate with the Irish parrot. Master John is the son of the village doctor. He is driven from home, and wanders over the face of the earth, eventually returning, with his beautiful wife and daughter, to purchase a deserted mansion and to establish himself as a county magnate amongst his former acquaintances. There is a curse on the house, and many things befall Master John without breaking his masterful spirit. His wife is killed whilst riding to the meet, his daughter falls in love with the village schoolmaster's son, Peter Harvey, and runs away with him; and a nephew selected by him to inherit the property falls below expectations and is sent back ignominiously to his parents in England. How Master John is made in the end to bend the knee to a strong-willed woman is told with quiet power by Mr. Bullock, who succeeds in weaving into the tale the subsidiary love stories of Dan and Mary and Long William and Sarah. Here we have a clean healthy book, utterly devoid of the sex problem, which seems to dominate seventy-five per cent. of the present-day novels. It is full of clever character-drawing, keeps moving with natural incident, and is enlivened with touches of bright humour and shrewd comments on human nature. The publisher has been well advised to include this excellent work in his Colonial Library.

Black Sheep. By STANLEY PORTAL HYATT.

London: T. Werner Laurie.

Those who have read "Little Brown Brother" by this writer will know his powers of narration. In the present novel, he has introduced an element of suggestive autobiography, and has certainly improved in portrayal and human interest upon anything he has yet done. A young man who has travelled in most parts of the world returns to London at the age of thirty, and is received coldly by his well-to-do middle class relations. Having engaged in journalism in the Far East—Shanghai and Hongkong, to be more precise—he obtains a position as sub-editor on a London newspaper, and eventually becomes a successful novelist. During his "dark days," he makes the acquaintance of a girl in Oxford Street, and his relations with her lead to a rupture with his highly respectable family. There comes a separation between Jimmy and Lalage, during which both their characters develop along unexpected lines. For the ending, which threatens to end in tragedy, readers must be referred to the book itself. It is quite evident that the author is capable of turning out stronger work than "Black Sheep," good as it is, and it is to be hoped he will not write himself out before he has devoted himself to the task of producing a masterpiece. It has nothing whatever to do with the story, but it may be mentioned that Mr. Hyatt passes some shrewd strictures on Fleet Street journalism, while he makes it appear that Far Eastern journalism is largely compounded of bluff if not of skullduggery. There was a time when his caustic remarks on a worthy profession in the Coast Ports of China might have been justified; but we believe we are not influenced by personal prejudice when we say those days have passed never to return, and that the profession and those who follow it are capable of favourable comparison with any in other quarters of the globe, notwithstanding the few unworthy specimens who have obtained their unpleasant personality occasionally.

CHINESE IN SOUTH AFRICA.

COLONIAL SECRETARY'S HOPES.

The Earl of Cromer, writing last month from the Colonial Office in reply to a *Grassroots* correspondent, who inquired whether there was any probability of the Chinese extending their contracts in South Africa, and so making that country their permanent home, says:—"No Chinese are allowed to renew their contracts after their term of service is ended and all must be expatriated without any renewal. We hope that South Africa will see the last of the Chinese on or about the 1st of March next."

LATEST STEAMER MOVEMENTS.

The cargo of Silk shipped on board the M.M. str. *Nero*, which left this port on the 1st inst., was delivered in Lyons on the 5th inst. The delay was caused by the floods in France.

The E.A. str. *Eastview* from Sydney, etc., left Manila on the 9th inst. at 5 p.m. for this port.

The I.G.M. str. *Prinz Eitel Friedrich*, which left here on the 9th ult., at noon, arrived at Genoa on the 8th inst., at 7 a.m.

WEATHER REPORT.

On the 9th at 12.15 p.m.—The barometer has risen generally, particularly over N. China and Japan.

A high pressure area is lying over N. China and the Yellow Sea, and pressure is relatively low over the Pacific to the E. of Japan, and over the S. part of the China Sea.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, fresh to strong; cloudy, some rain
Formosa Channel	N.E. winds, strong
South coast of China between Hongkong and Lamoochs	Same as No. 1
South coast of China between Hongkong and Hainan	Same as No. 1

SUPREME COURT.

Wednesday, 9th March.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE BASIL MASON SLANDER ACTION.

Judgment was delivered on the motion for leave to appeal to the Privy Council from the decision of the Full Court, in the action between the President in Hongkong of the Basile Evangelical Missionary Society, and the Sheung Po Newspaper Company and another.

Mr. M. W. Slade, K.C., instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon), appeared for appellants, and Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, appeared for respondents.

The Chief Justice, in delivering the judgment of the Court, said:—We wish it were in our power to grant the leave asked for, but we are of opinion that this case is not one "of great general or public importance" within the meaning of rule 2 (b), and we think that the Privy Council may, in the event of our granting leave to appeal, regard it as an abuse of the power given to the Court under the new rule referred to. We regret that the limitation which in our opinion must be placed on the rule prevents the appeal in the first instance to the Privy Council, if he will not prevent the plaintiff from applying, if he so desires, for special leave to appeal under the rules, and we trust that the Privy Council may see exceptional grounds for granting the application.

Mr. Slade—This decision of your Lordships will prejudice us in our application most strongly. I would ask that you would kindly state your reasons for not thinking the case "of general importance," so that the Privy Council may be able to judge the grounds on which you exercised your discretion under the rule. I know your Lordships are willing to help us, but the Privy Council, applying the ordinary rule, will not interfere with the discretion exercised in the Court below unless it is apparent on the judgment of the Court below that they exercised their discretion on a wrong ground.

The Chief Justice—There is nothing novel in the point of law, and the case cannot be regarded as of great general and public importance.

Mr. Slade—May I point out to your Lordships that after my friend Sir Henry Berkeley had concluded his argument I was waiting to reply on the points he had raised, but your Lordships never called upon me.

The Chief Justice—We thought you had said all you wished to say.

Mr. Slade—The normal way is, you don't reply unless you are called upon, and I was waiting in case your Lordships wanted to hear me. I understood you were reserving your decision to consider the grounds on which you expressed an opinion in my favour.

The Chief Justice—We were anxious to see whether it was possible.

Mr. Slade—You might as well have heard me. I could have demolished my friend's argument.

The Chief Justice—Supposing we grant you leave, the Privy Council will decide it is pure abuse.

Mr. Slade—Your Lordships have to exercise your discretion and not be terrified by the Privy Council. Your Lordships did not hear me.

The Chief Justice—It is your business to be heard if you want to be.

The Chief Justice—I thought you had said all you wished to say.

Mr. Slade—I never dealt with the fallacious argument of my learned friend, which apparently has had weight with your Lordships.

The Chief Justice—The words "of great general importance or otherwise" are very significant.

Mr. Slade—Your Lordships suggest that there is nothing novel in the point of law. I was going to show you that the point decided in this case had never been covered by authority in any way. It is absolutely a novel application, as novel as it can possibly be. I don't ask your Lordships to let your sympathy outrun itself, but I ask you to apply the power which you have to consideration of an exceedingly novel point which affects a large number of corporations.

The Chief Justice—I don't think it will affect a large number of corporations.

Mr. Slade—Your Lordships show by that that you have failed to appreciate my point, and that is this. Where a corporation suffers damage by reason of such words, according to your Lordships' judgment, it will be exceedingly unlikely that they can recover it, because an individual cannot recover the damage done to the corporation, and that is the point.

The Chief Justice—If this Court failed to appreciate your argument, it was your duty to put it before it properly.

Mr. Slade—With all due deference, you should have heard me in reply.

The Chief Justice—I really thought you had said all you had to say.

Mr. Slade—I only adopted the ordinary course, and waited to see if you wanted to hear me in reply.

Sir Henry Berkeley—When I set down my friend should have risen.

Mr. Slade—The result of this is going to be that unless this judgment is upset, any corporation practically injured by similar words cannot recover damages from anybody. That is the result of your Lordships' judgment.

The Chief Justice—Not if it sees in its appropriate capacity. We have given our decision, but I don't know if there is anything you wish to add.

Mr. Slade—Your Lordship expressed your sympathy with us, and stated that you hoped the Privy Council would give special leave. I would ask your Lordships to help us by stating the main grounds for your refusal.

The Chief Justice—This rule, which has only just been passed, gives the Court discretionary powers limited to matters of "great general and public importance." We do not consider this one.

Mr. Slade—If your Lordships would only state the ground for not considering it one, it would make all the difference in the world to our chance of success in the Privy Council.

Sir Henry Berkeley—The judgment is there. Mr. Slade—I know, but it is expressed in a way which makes it practically impossible for us ever to get our special leave.

The Chief Justice—To meet your wishes we are prepared to add that the remedy was either for individuals to sue for libel, or for the corporation to have brought an action.

The application was dismissed with costs.

Mr. Slade—I would now apply to your Lordships for a stay of execution for a reasonable time until we can make an application for special leave to the Privy Council, and I make this application on the ground of the defendants being now in liquidation. If we pay over these costs, we will never by any chance get them back again.

The Chief Justice—The usual practice is for an undertaking to be given.

Sir Henry Berkeley—Yes, but there is no practice which will warrant the Court in depriving the appellant of his costs where the respondent goes for special leave to appeal. This Court is now *functus officio*, having refused leave to appeal. Under the rule, my learned friend's special remedy no longer lies in this Colony. He has the right to apply for special leave to appeal, but that application must be made to the Privy Council. There is no jurisdiction in this Court to deprive the successful party of his costs.

The Chief Justice—Are the solicitors willing to give an undertaking?

Sir Henry Berkeley—As a matter of fact, they are.

The Chief Justice—Then that will meet Mr. Slade.

The Court then adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

BROTHER-IN-LAW'S CLAIM.

Action was brought by G. Radow to recover from J. Lafferty the sum of \$532, balance due for board and lodgings.

Mr. Leo d'Almeida e Castro (of Messrs. Goldring, Barlow & Morrell) appeared for the plaintiff, while defendant was represented by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist).

Mr. Almeida stated that the claim was for \$450 in respect of board and lodgings from June 1st, 1909, to February, 1910, \$7 in respect of a fine paid on behalf of the defendant, and \$25 for money lent. \$150 had been paid on account, and the plaintiff now claimed the balance. Two years ago plaintiff lived with defendant's sister, and one month prior to her death he married her. Defendant was the brother of plaintiff's wife, and was out of employment for a considerable time. In June last year the plaintiff took him in as a lodger at the rate of \$50 per month. The arrangement was that he should not pay until he got employment. Since September defendant had obtained employment, and paid \$150 on account, but he refused to pay any balance.

George Radow said he was an interpreter in the employ of Messrs. Thomas Cook & Son. He first knew the defendant a little over a year ago, previous to which he knew his sister, and lived with her. When the defendant lost his job as engineer he asked witness to take him in, and promised to pay him as soon as he got work. Witness agreed to give him board and lodgings at the rate of \$50 a month. Defendant joined him on June 1st, and stayed until February, 1910. During his stay witness paid a fine of \$7 which was imposed upon him for being drunk, and advanced him sums which totalled \$25. Witness had received money on account, but when he applied for the balance defendant said he did not owe him any more.

In cross-examination witness said he was a steward on the *Lyndhurst* some three years ago, but he did not meet the defendant then. Some time ago he was employed at the Café Weismann, but left after a disagreement. He was prosecuted by the proprietors of the Café Weismann, and was put in goal for one month. He had four rooms, in his house at Morrison Hill Road, but there was only one bedroom. A Mr. Dixon lived with him for a fortnight during the time defendant was with him. Before September plaintiff lived in Arsenal Street, and then defendant slept on a lounge chair.

He promised to pay you \$50 a month, for a long chair?—For board and lodgings.

Are you prepared to swear that he lived with you during the whole of August?—No. He quarrelled with my wife, went away for a few days, and came back again.

You're living with a Filipino woman, aren't you?—Yes, she's living with me.

You didn't agree to put defendant up as a friend?—No.

Another witness was called, and plaintiff's case closed.

Mr. Harris, for the defence, stated that when the defendant left his post as fourth engineer of the *Babi* he was out of employment for some time, and his sister asked him to put up at her place. This claim was the outcome of a quarrel in February, and his client was surprised to receive the writ. There was no agreement about \$50 a month. Defendant never had a bed there.

Mr. Almeida—If he chose to be on a couch and pay his board and lodgings that was his own lookout. Shelter was given him.

Mr. Harris—Exactly. He used to sleep on the verandah on a long chair. Proceeding.

Mr. Harris said he was prepared to prove that a time.

for at least three months of the time the defendant was away. The idea of his agreeing to pay \$50 a month when out of work for the use of a long chair was absolutely absurd.

James Lafferty stated that when he left the *Babi* his sister asked him to stay with her. There was no arrangement as to payment. His sister became ill in October. She belonged to the Christian Scientists and they tried to work Christian Science on her to cure her, but it failed. After his sister's death witness had a quarrel with his brother-in-law because he wanted him to eat Chinese "chow." He said he would leave the place, went out, and on returning found his door padlocked.

In cross-examination witness said he did not expect to be put up for nothing as long as he was out of employment. Plaintiff gave him a shelter, but he had to leave some of his meals in the Hongkong Hotel and some at the Stag Hotel.

His Lordship entered judgment for plaintiff for two months' board at \$25 a month, and \$7 for the fine, the amount of the judgment totalling \$37 and costs.

BRITISH ARMY AIRSHIP.

FLIGHT AT AIDERSHOTT.

The authorities of the War Balloon Factory at Aldershot sprang a great surprise on the public last month by launching a new military dirigible balloon, the fourth and biggest of the series built in the factory. So well guarded was the secret of its construction that no one outside the actual shed within which it was built knew of its existence, so that there was hardly anyone on Farnborough common when the great deers of the shed rolled apart, revealing the monster balloon ready for flight.

It is about 120ft long, and shaped like a well-made cigar, except that at the tail there jut out on either side large balloons, which aid in steering and lifting. The material for the envelope, which is of Continental manufacture, is pure rubber specially treated and joined. The long, narrow car below is of light metal framework, pointed at each end, the engines being fitted just forward of the centre, where the greatest lifting capacity is, the navigator's deck being just forward of that. The car is attached by fine steel wires to a rib running entirely round the envelope just below the centre-line.

The engines are of 100 h.p., and the two pairs of aluminium propellers, one on each side, are driven at a wonderfully high speed. They are fixed to a movable frame, which can be lowered or depressed at will to alter the course of the current set up. Rising and descending is mainly accomplished by the two pairs of deflecting planes placed at each end of the car, and controlled from the navigator's deck, whilst perfect steering is obtained by the double rudders, one above the other, fixed at the end of the car.

The dirigible was towed out of its dock by Engineers, under the direction of Colonel J. R. Cooper, C.B., and he, with Lieutenant Waterlow, were the occupants of the navigator's bridge, whilst the engine room was occupied by Mr. M. Wado, the expert mechanic engaged at the factory, and Mr. S. Green, the maker of the engines. Hardly a score of spectators were present when the dirigible was released for her maiden voyage, but the sight of the monster in the air quickly drew hundreds of people to the common.

Rising gracefully, the dirigible first described various evolutions over the common, with the engines working at half-speed. The ascent was unswerving, and then according to more than 1,000ft. in the air, Colonel Cooper set a wide circular course, some 1,000ft. in extent, which was covered in little more than half an hour on an even keel, the wind apparently having very little, if any, effect on the speed and steadiness of the dirigible.

Arriving at the end of the common, the engines were stopped and steady and successful descent was made, the car stopping some 6ft. from the earth near the factory, and was at once taken charge of by the waiting coppers, who towed it back into the shed. It was apparent that the lifting capacity of the dirigible was much more than that of the crew of four men carried, quite a quantity of ballast bags being taken up.

NEW EDITION OF THE REVISED VERSION.

After thirty-seven years of work, the enormous task of drawing up full marginal references to the Revised Version of the New Testament will reach completion by the publication from the University Presses shortly of a new edition of the revised version—an edition which all clergymen, ministers, and biblical students in every corner of the world will desire to possess.

So far back as December, 1873, the New Testament Company's Revisers received the late Dr. Scrivener and Professor Moulton to undertake the task of compiling the references. The work progressed slowly, however, and in the edition of the Revised Version of 1895 only abridged references were published. Since Professor Moulton's death the entire work of compiling the fuller references has been carried out by Dr. A. W. Greenup and Dr. J. H. Moulton, son of the professor.

Dr. Greenup is now Principal of St. John's Hall, a college of Trinity Highway. A conversation with him discloses the enormous amount of detailed work that has had to be accomplished. For instance, to many verses in the Gospels and Epistles have been added nearly a hundred marginal references, each bearing on the text and meaning of the verse. Innumerable commentaries and Testaments in English, French, German, Greek, and Hebrew were read by Dr. Greenup for the purpose.

TEEN YEARS ON ONE VERSE.

"I was engaged upon the task for thirteen years," said Dr. Greenup in an interview. "When I first undertook the duty I was rector of Alburgh, in Norfolk, and had more time than that afterwards, when I came to St. John's Hall. I have often worked ten and thirteen hours a day during my vacations. I used to go for the vacation work to a place I had in the country, Bram's Hill, Eversleigh—Charles Kingsley's old parish—taking with me two large boxes filled with commentaries and books to read."

"I think I have read every commentary published upon the Testament, as well as many different issues of the Authorized Version with marginal references. In my work I came across many curious volumes. There was, for example, a big Bible with large marginal references published privately in two volumes by Mr. John Rylands, of Manchester. Hearing of the work I was engaged upon, Mr. Rylands was good enough to give me copies of these volumes."

To aid Dr. Greenup in his task very large sheets were printed with the Gospel text in large type, with very ample margins. On the margins he compiled his list of references. "One verse may have taken me ten years to complete," said the doctor, "by my returning to it again and again. I was extremely trying work, and at one period my eyes gave way and I had to cease work for a time."

SPORTING NOTES.

The annual tennis tournament of the Hongkong Cricket Club is now under way and some good games have already been witnessed, but the wet weather is likely to interrupt the play for a little. P. H. Kilmanek met A. David in the first round of the competition for the championship and had an easy victory. Perhaps the most interesting struggle so far was that between C. A. Carr, the champion, and M. Reader Harris in the handicap "A" class. Carr won the first set, but lost the second, while the third stood at six all when the falling light made it impossible to finish, and the match will be re-played, possibly this afternoon if the conditions are suitable.

Kowloon Cricket Club has its tennis tournament under consideration and it is expected that the entries will close this month. The competition usually brings out some fine play, and it is not beyond possibility that some new claimant for the championship of the Colony will emerge.

Talking of tennis reminds me that the Y.M.C.A. is to be congratulated upon having inaugurated friendly matches with other clubs. Inter-club matches were exceedingly rare before the advent of the tennis League, but now we may expect to see inter-club meetings develop.

Lawn bowls has attracted some notice this week by reason of the conclusion of the rink championship on the Police Ground and the annual meeting of the Kowloon Club. The feature of that meeting was the announcement that a bowl would be offered for rink competition between the various clubs in the Colony.

Bowlers who have the interest of the game at heart would do well to see that a start is soon made with regard to the establishment of the proposed League.

The competition for the Hockey Challenge Shield is nearing completion. The semi-final between the Hongkong Club and the 10th Mahatras on Tuesday ended in a win for the soldiers, who now have to meet the winners in the round between the Buffs and the U.S.R.C. The latter have held the Shield for the past two years, and they are likely to make a strong effort to retain the trophy.

The Hongkong Regatta is to be held on Saturday, and an interesting series of rowing matches should result. It is, of course, unfortunate that a difference of opinion should have created some feeling on the part of the Canton crewmen, and it is to be hoped that counsels of peace will prevail and that we shall yet see the Canton men down here next season at any rate. The Hongkong men have been putting in some hard practice this week, and the struggle for the Nathan Challenge Cup promises to be of more than ordinary merit.

The race for the Brown Challenge Cup is likely to be one of the most interesting of the afternoon. Four teams have entered, 87 Coy. R.A.C. (2), R.E. and the Buffs. The Buffs seem to be the favourites, and there can be no doubt that the practice they have had with two crews matched against each other for training purposes is a great advantage. The crew from the Buffs has covered the distance in good time and the Sappers are hopeful that the trophy will again go to Wellington Barracks.

Cricketers are still watching the chances of the leaders of the League. The Club and Telegraphs are level with five points to their credit, a percentage of 71.42, and it was thought that their meeting last Saturday would have decided the destination of the Shield. The result, however, was a draw, and the clubs still occupy the same positions. If the future list be adhered to, they should try conclusions again on Saturday week.

The replayed final of the Army and Navy Cricket Shield was a very strenuously contested game. The Sappers won, but only by six runs, and 87 Coy. R. G. A. have every reason to be proud of the achievement. This is the first time this Shield has been completed for since 1906, the Artillery winning it on that occasion. This is the first occasion on which the Engineers have entered as a unit; formerly they combined with Departmental Corps and formed a Staff team.

Quite a number of athletic meetings are on the tapis this month. The Club Lusitano bring off their annual meeting on Easter Monday, and the open championship event, the 220 yards flat race, ought to attract a good number of entries from amateurs.

The Rajputs meeting takes place to-morrow, and there is an open half-mile for which a large entry is expected.

I am informed by the Hon. Secretary of the A. A. A. that the annual championship meeting is now under consideration and will probably take place on Saturday, April 2nd. With all the local pedestrians in training, and given a favourable afternoon the Championship should prove a big draw.

The boxing tournament at the V.R.C. last Saturday night furnished better sport than was expected, most of the bouts being fast and exciting. The main event, however, was a failure, for Seaman Willis had his namesake in the Buffs sided up in the first round, and could have finished the fight much sooner than he chose to do. The seaman, by the way, has always been a gentlemanly fighter, and the consideration he extended to the man he defeated at the V.R.C. on Saturday night made him a favourite with the large audience, whose manifest appreciation of his act was made notably apparent.

"Kid" Marriott, who defeated German Hayes of the Turner, was challenged by Seaman Gardner, late of H. M. F. *King Alfred*. Of late Gardner has often come to grief, but this was mostly due to the fact that he has entered the ring without form. I understand, however, that he is training hard for his coming battle, and if this is so "Kid" Marriott had better look to his laurels, for the little seaman is a dangerous customer when he is fit.

The one great topic in the realm of boxing at present is the Lewis-Simms fight, which is to take place in the City Hall on Saturday night. Simms continues his training nightly at the V.R.C., where many gather to watch his skill, and to compare him with the local champion. Lewis also attracts a number to his training quarters at Whittaker's, where Gunnars Arundel and Bedbrook give him plenty of exercise with the gloves. During the past week or so, the coloured fighter has declined from the position of favourite, and now instead of offering backers are seeking odds against him. There appears little uncertainty as to the result of the contest, and, according to the majority of those who follow the sport, the chances of Simms are not good.

The final for the Hongkong Football Shield is down for decision on Saturday. It seems a pity that this event should in any way clash with the regatta, but I understand that this was unavoidable, as the Yarders are likely to lose a few of their players during the next few days.

To predict the winners is more difficult this year than ever it has been before in the history of the competition. Both teams are evenly matched in every department, and victory is most likely to go to the team which adopts the most solid defensive tactics.

OBSERVER.

CRICKET LEAGUE TABLE.

Club	Played	Won	Lost	Drawn	Points	Per cent
Telegraphists	9	6	1	2	5	71.42
H.K.C.C.	10	6	1	3	5	71.42
R. G. Artillery	12	9	2	1	7	63.63
Buffs	10	4	1	5	3	60.00
Royal Engineers	12	6	4	2	2	20.00
Civil Service	11	4	5	2	1	11.11
Kowloon	13	3	9	1	6	50.00
Craigengower	12	2	9	1	7	63.63
H. K. Police	13	2	10	1	3	66.66

THE SIBERIAN RAILWAY.

INCREASED FACILITIES FOR PASSENGERS.

The International Sleeping Car Company, famous the world over under the name of the "Wagon-Lits Company," who are the agents for the Trans-Siberian Railway and the Steamship Lines via Suez, and whose head offices for the Far East are established at No. 6, Bund, Yokohama, with Mr. H. B. Darnell as General Agent, have, the *Japan Gazette* understands, just completed arrangements for greatly facilitating travel in all parts of the world.

Eltherto the Company have directed its efforts to making known the advantages of the Trans-Siberian Line and directing the stream of work has practically been accomplished. The route is now generally known, and the number of travellers is so large that the Company has as much as it can possibly do to accommodate these desirous of proceeding home by this route.

The Company has, therefore, wisely decided to branch out in another direction, and from particulars we have been able to gather, the step is likely to prove of great benefit to the travelling public. Arrangements have been completed with the principal railway and steamship lines, by means of which their agents throughout the world are now able to issue special Coupon Tickets covering every section of the journey by all the various routes and lines, including all the chief places of interest in the Far East, and also in connection with the principal transportation lines to all parts of the world.

It will also be of interest to travellers by the Trans-Siberian route to know of recent improvements made in the connections on this line. Eltherto passengers starting from Vladivostok or Khabarovsk by rail have had to change cars at Harbin for Moscow, the same method being adopted on the journey from Europe to the Far East. The International and the Russian State express trains have now been so arranged that the train is divided into two sections, those from Vladivostok and Khabarovsk connecting at Harbin, and running right through to Moscow, and on the outward journey dividing at Harbin for Vladivostok and Khabarovsk, thus obviating any change of cars at Harbin.

We also gather that, commencing in May next, the International Sleeping Car Company intend running between Moscow and Vladivostok and Khabarovsk a luxurious train-de-luxe of the most up-to-date style. It will consist of only first-class cars and will accommodate only thirty-two passengers. Of course the fare will be greater than that charged on the ordinary trains, but the conveniences will be commensurate with the higher rates. The train will be lit by electricity, steam-heated during the cold winter, and in summer will be fitted with a patented ice-cooling arrangement throughout. Each passenger will have a large compartment, sumptuously furnished, with a private toilet, ladies' and gentlemen's bathrooms, with hot and cold water, special compartments will be provided for servants, and a special room for baggage, which will be available at any time during the trip. The train will make the journey at least one day quicker than the present services.

In this connection, it seems to us that greater facilities still could be offered the travelling public in Japan if some arrangement could be made with the Manchurian Railway Company for running this special train-de-luxe from Khabarovsk over the line to Fusan. This would mean but a few hours' travel by sea, and would land passengers in Japan in a much shorter time than the present method of going from Harbin to Vladivostok, which involves a longer sea trip thence to Fusan. There may of course be difficulties, but if some such arrangement could be made between the railway companies interested, it would be an immense boon to travellers to and from this part of the world.

It will thus be seen that great things are in store for facilitating travel between East and West, and the enterprises manifested by the International Sleeping Car Company should bring its own reward in added patronage from the travelling public.

FOOTBALLER PRAISES CUTICURA

For Wounds and Use After the Game—Leg Kicked During Play and Would Not Heal—Matured and Swelled to Thrice Its Usual Size.

CUTICURA CURED HIM WHEN ALL ELSE FAILED

"My trouble arose through getting kicked on the football field. It was a very bad wound about three inches in length. I did not take much notice of it at first, but about a week after it started getting very painful and swollen. I went to the doctors but after they had tried one thing and the other, I got tired of attending them, so I thought I would try to cure it myself. That was after about two months of their treatment. Well, I tried different ointments but all to no use. At last a friend of mine advised me to try the Cuticura Remedies, so I purchased a box of Cuticura Ointment from the chemist and in about five days the leg showed signs of improvement. The swelling went down and all the matter and stuff came out quite fast. I mention that my leg (it was across the shin I had the kick) was about three times its usual size. So I kept on with the Cuticura Ointment and I tried Cuticura Soap to cleanse the wound with. After that it healed up quite fast and it quite well at the present time. I had two boxes of the Cuticura Ointment and I still use the Cuticura Soap which I find is the best I can get, as it makes one feel so fresh after a hard game of football and I will recommend it to all my friends. J. Lester, 64, Watlington St., Reading, Berks, England, Sept. 16, '08."

Up-to-Date Shaving

Shampooing, bathing, treatment of wounds, bruises and the lameness and soreness incidental to outdoor sports and every use in preserving the hair and skin demand Cuticura Soap and Cuticura Ointment, unrivaled as sensitive, antiseptic emollients. For humors which torture, disfigure, itch, burn, scale and crust and destroy the hair, Cuticura Soap and Cuticura Ointment are priceless. Guaranteed absolutely pure.

Cuticura Remedies are sold wherever the British Empire is reached. Agents: Messrs. J. B. Rose & Co., Ltd., 10, Abchurch Lane, London, E.C. 4. Sole Agents for the Straits Settlements and F.M.S.: Messrs. J. B. Rose & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

CANADA AND THE BRITISH EMIGRANT.

SIR T. SHAUGHNESSY'S GREAT SCHEME.

The scheme of Sir Thomas Shaughnessy, the President of the Canadian Pacific Railway Company, for providing ready-made farms for emigrants to Canada, was expounded by Mr. C. W. Peterson (the general manager of the Canadian Pacific Irrigation Colonisation Company) in a paper read before the Colonial Institute at the Hotel Metropole, London, last month.

The main features of the plan are that a home may be ready for the settler and his family immediately on his arrival in Canada; that all preliminary work to make the settler comfortable at the earliest possible arrival and that the Canadian Pacific Railway Company will augment the settler's capital by practically making him a loan, to be expended by the company in providing necessary improvements.

To make the colonist almost immediately revenue-producing, it would be the aim of the company to break up a portion of each holding, probably from forty to sixty acres, the year prior to his going into occupation, so that there might be a crop available in a few months after he had taken possession. This crop would provide a cash in come during the first season, varying from £100 to £250, according to the season and the state of the grain market. The total cost of putting up the necessary buildings, preparing the crop, providing domestic water supply, and enclosing the holding with a suitable fence, would be added to the regular list price of the land, and the settler would be given the opportunity of repaying in ten equal annual instalments.

The tract to be settled has an average width of forty miles from north to south and extends from the town of Calgary eastward 150 miles. The water supply, taken from the Bow River, is practically inexhaustible. When the entire project is finally completed about 4,000 miles of canals and waterways will be in operation. The price of the land is from £8 to £28 10s. per acre.

Sir Thomas Shaughnessy, who presided at the meeting, said that the population of Canada had been increasing by leaps and bounds, and it would not be surprising if the present 7 millions became 12½ before 1920, and by far the greater proportion of the new five millions would come from the United States—the majority of them very desirable settlers. But it was very much wished that there should be a number among them of those who had been brought up under the British flag.

It would have been quite impossible for the Canadian Pacific Railway Company to have undertaken such a project as was now being carried out a few years ago, because it was then only a struggling railway company, and it had

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 53. Telephone No. 12.

Telegraphic Address: Press Codes: A.B.C. 5th Ed-Lieber's.

NEW ADVERTISEMENTS

HONGKONG REGATTA.

SIXTH MEETING.
On SATURDAY, 12th March, 1910.

THE COMMITTEE request the pleasure of the presence of the Ladies of the Colony at the above REGATTA at Fernwick's RECREATION, East Point.

By kind permission of Col. Price and Officers, the Band of the 13th Rajputa will play during the afternoon.

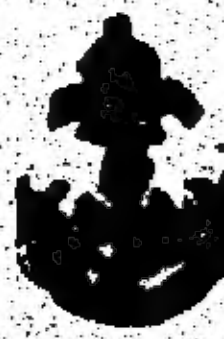
The First Race will be started at Noon.

Tickets of Admission, \$1 each, may be obtained at the Gate.

FRANK LAMBERT,
Hon. Secretary.
Hongkong, 10th March, 1910. [384]

TO LET.

NO. 4, BARROW TERRACE, Kowloon.
Apply to—
SPANISH DOMINICAN
PROCURATION.
Hongkong, 10th March, 1910. [383]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, ADEN, SUEZ AND
PORT SAID.

(Faking Cargo at through rates to the BRAZILS,
to RED SEA, BLACK SEA, VIENNA,
LEVANT AND ADELPHI PORTS.)

THE Company's Steamship

"NIPPON"
Captain Tarabochia, will be despatched as above
on SATURDAY, the 26th inst., P.M.

This Steamer has splendid accommodation for
passengers, electric light and carries a doctor
and stewards.

For information as to Passage and Freight,
apply to

SANDER, WIEBER & Co.,
Agents,
Princess Buildings.
Hongkong, 10th March, 1910. [12]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"KARONGA."
Captain Leslie, having arrived from the
above Port, Consignees of Cargo are hereby in-
formed that their Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
Kowloon, and stored at Consignees' risk and
expense.

All broken, chafed, and damaged goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 15th inst., at 3 P.M.
All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th inst. will be subject
to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th March, 1910. [382]

WANTED.

A CHINESE CLERK, with experience of
General Office routine, and competent
Typewriter.
Apply by letter to—
"518,"
Care of "Daily Press" Office.
Hongkong, 2nd March, 1910. [352]

NOTICE TO MARINE ENGINEERS.

APPLICATIONS are invited for the
situations of an
ENGINEER for H. M. Tug "CHERUB"
and
2nd ENGINEER of H. M. Tug "ATLAS."
Candidates should send particulars of their
services, qualifications and age to—
THE CHIEF ENGINEER,
H. M. Dockyard,
Hongkong,
before Monday, the 14th March, 1910. [377]

"SOLIGNUM"

A perfect preservative stain for Wood,
Stone and Brickwork.
It protects against Decay, Fungus, Dry Rot,
the ravages of insects and vermin (especially the
white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT
IS CLAIMED FOR IT, as may be seen from the
testimonials of the Government of India,
the Sudan, &c.

In Drums and Barrels of Various Colours.
Prospectus and all further information from
SIEMSEN & Co.,
(Machinery Dept.), Hongkong.
Sole Agents
Hongkong, 8th December, 1909. [1494]

NEW ADVERTISEMENT

AUCTION SALE.

THE Undersigned will Sell by Public Auction,
on
SATURDAY,
the 12th March, 1910, commencing at 11 A.M., at their SALES ROOMS,
A FINE COLLECTION OF
HIGH-CLASS IRISH GOODS.

Comprising:—WITNEY BLANKETS, IRISH HAND-EMBROIDERED
BEDSPREADS, WHITE SATIN MARCELLA QUILTS, PURE IRISH LINEN
DOUBLE DAMASK SERVICETTES and TABLE CLOTHS, IRISH EMBRO-
DERED PILLOW CASES, UNDERSKIRTS, WALKING SWEATERS, BED
SHEETS, WASHING FLANNELLETTE, FINE TUEKIST TOWELS, EVEL
TOWELS, BATH SHEETS, Five Colours TEA CLOTHS, TOILET SETS,
TRAVELLING RUGS, LACE CURTAINS, TEA, GLASS, KITCHEN and
PANTRY CLOTHS.

Hongkong, 10th March, 1910.

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING of
SHAREHOLDERS in the Company
will be held at the Company's Office, No. 3,
Queen's Road Central, Victoria, THIS DAY
(THURSDAY), the 10th March, 1910, at 12
o'clock Noon, for the purpose of receiving a
Statement of Accounts and the Report of the
Directors for the year ending 31st December,
1909.

The TRANSFER BOOKS of the Company
will be CLOSED from 25th February to 10th
March, both days inclusive.

By Order,
H. F. HICKMAN,
Acting Secretary.
Hongkong, 10th March, 1910. [300]

THE CHINA-BORNEO CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY
MEETING of SHAREHOLDERS
of the above Company will be held at the
Company's Office, 87, George's Building, at
Noon, on TUESDAY, the 15th March, 1910,
to receive a Statement of Accounts to the
31st December, 1909, and the Report of the
General Manager and Consulting Committee
and to elect a Consulting Committee and
Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st March to the
14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DABBY,
General Manager.
Hongkong, 28th February, 1910. [346]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the Company will be held in the
Office of the General Manager, 87, George's
Building, Victoria, Hongkong, on SATUR-
DAY, the 19th day of March, 1910, at 11.30
o'clock A.M., for the purpose of receiving a
Statement of Accounts and the Report of the
General Managers for the year ending 31st
December, 1909, and for the purpose of
electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th March,
both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 3rd March, 1910. [357]

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-SECOND ORDINARY
ANNUAL MEETING of the SHARE-
HOLDERS of the above Company will be held
at the Office of the General Agents, Peddar's
Street, on THURSDAY, the 24th March, at
11 A.M., for the purpose of receiving the
Report and Statements of Accounts for the
year ending 31st December, 1909.

The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th March,
both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 4th March, 1910. [369]

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY
ANNUAL MEETING of the SHARE-
HOLDERS of the above Company will be held
at the Office of the General Agents, Peddar's
Street, on THURSDAY, the 24th March, at
11.30 A.M., for the purpose of receiving the
Report and Statements of Accounts for the year
ending 31st December, 1909.

The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th March,
both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 4th March, 1910. [370]

GREEN ISLAND CEMENT CO., LTD.

LOST.

CERTIFICATE of 50 Shares standing in
the Register of this Company in the name of
Wong Yau has been LOST.
Scrip No. 8991-183693/188742-50 Shares.

NOTICE IS HEREBY GIVEN that
Duplicate Certificate for the said 50 Shares will
be issued one month hence, and that the Original
Certificate unless produced within that period
will thereafter be held by the Company as null
and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 18th February, 1910. [309]

HONGKONG CLUB.

NOTICE.

THE SEVENTEENTH HALF-YEARLY
DRAWING of SIXTY-FIVE DE-
BENTURES (1896 issue) of the HONGKONG
CLUB, Payable on THURSDAY, the 31st
March, 1910, will be held at the Club House,
at 11 o'clock A.M. on FRIDAY, the 18th March,
1910.

Bearers of Debentures are invited to attend
the Drawing.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 3rd March, 1910. [361]

AUCTIONS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSES HUGHES & HOUGH have
instructions to Sell by Public Auction
On MONDAY,
the 14th March, 1910, at 12 o'clock Noon, at
their Auction Rooms, No. 8, Des Vaux
Road (Corner of 1st House Street),
THE
VALUABLE LEASEHOLD PROPERTY
in Two Lots
Nos. 20 and 21, PRAYA KENNEDY TOWN
and
Nos. 454, 456, 458, 460 and 462, DES VEAUX
ROAD, WEST
VICTORIA, HONGKONG.

The Property comprising LOT I is
registered in the Land Office as MARINE
LOT NUMBER TWO HUNDRED AND
SIXTY-THREE, and is held for the residue
of a term of 999 years from the 24 June, 1887,
at a Crown Rent of \$135 per annum. Area 12,235
square feet or thereabouts, and is used for
Godowns capable of producing a monthly rental
of \$500.

The Property comprising LOT II is
registered in the Land Office as SECTIONS
A, B, C, D and E of MARINE LOT
NUMBER ONE HUNDRED AND
TWENTY-SIX, and is held for the residue of
a term of 999 years from the 24th December,
1885, at an apportioned Crown Rent of \$78.30
per annum. Area 8,620 Square feet or there-
abouts, and is used for Godowns capable of
producing a monthly rental of \$440.

Particulars and Conditions of Sale may be
had from the Vendors' Solicitors,
DEACON, LOCKER & DEACON,
1, Des Vaux Road, Central,
Victoria, Hongkong,
and the Auctioneers.

The Auctioneers.
Hongkong, 5th March, 1910. [368]

SPECIAL SALE

PUBLIC AUCTION

OF

HIGH-CLASS JEWELLERY

DIRECT FROM LONDON.

THE Undersigned will sell by Public Auction,
on SATURDAY,
the 19th March, 1910, from 10.45 A.M. to
12.30 P.M.,

On TUESDAY,
the 22nd March, 1910, at 2.30 P.M., at their
SALES ROOMS, No. 6, Des Vaux Road,
SINGLE STONE DIAMOND RINGS,
DIAMOND AND RUBY, EMERALD, OPAL,
TURQUOISE and SAPPHIRE RINGS,
MARQUISE RINGS, GEMSET RINGS,
GOLD and GOLD-FILLED BANGLES and
BRACELETS, GENT'S SOLID GOLD and
GOLD-FILLED WATCHES, LADIES' SOLID
GOLD and GOLD-FILLED WATCHES, and
GENTS' LEVER WATCHES, OPEN-FACE
WATCHES, BANGS (cost \$25), 18-Carat
GOLD WATCH by Dent (cost \$40), GOLD-
FILLED REPEATER WATCHES,
WALTHAM WATCHES, LADIES' GOLD
and GOLD-FILLED LONG GUARDS,
NECKLETS, BROOCHES, CHRONO
STOP WATCHES, NON-MAGNETIC
WATCHES, SILVER-BACKED COMBS,
BRUSHES and MIRRORS, CIGARETTE
CASES, GOLD-FRONTED LINKS and
EARRINGS, GOLD and GOLD-FILLED
EARRINGS, BROOCHES, HAT PINS,
SILVER BELTS, FIELD GLASSES,
SILVER-MOUNTED SCENT BOTTLES,
&c., &c.

A few Lots of E.P. NICKEL SILVER
All Quality TABLE PLATE and
CUTLERY;
ALSO
SUNDRY IRISH LINENS.
Catalogues will be issued.
Terms:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th March, 1910. [381]

We Recommend a Trial of

OUR OWN MAKE

BROWN

PRESSED BEEF

PORK SAUSAGES

BEEF SAUSAGES

AND

COOKED HAM.

THE

DAIRY FARM CO., LTD.

[42]

PABST EXTRACT.

THE best TONIC for keeping in perfect
health in the Tropics.
It is a Liquid Food in predigested form
containing all the breeding, soothing and tonic
effects of the choicest hops. Nearly Non-
alcoholic. Highly recommended by the local
medical profession in Cases of DEBILITY
after MALARIA, from OVERWORK or
other causes, ANEMIA, NERVOUSNESS
or DYSPEPSIA. Samples on Application.
SIEMSEN & Co.,
Agents,
Hongkong, 14th December, 1909. [1519]

TO LET

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET,
new 5-Roomed House.
No. 15, QUEEN'S ROAD CENTRAL,
Top Floor, 5 ROOMS.

Furnished for 9 Months from 1st April, 3,
Century Crescent, Kennedy Road, 5 ROOMS,
well furnished, including Piano.
No. 9, BEAUFIELD ARCADE (Shop).
BEAUFIELD ARCADE, 1 Room on
1st Floor, suitable for Office.

For 6 months from 1st May, 1910, MOUNT
GOUGH, 19a Peak, Plantation Road, Fully
Furnished, 2 Sitting Rooms and 4 Bed and Bath
Rooms, and use of Tennis Court with others.
PREMISES at SHAMSHUI, CANTON, lately in
occupation of the Canton Kowloon Railway.
CHELTONDALE (furnished), No. 100, Peak,
1st April to 1st October, 1910.

LADYBROOK, No. 9, Conduit Road, from
1st May, 1910.

No. 3, DES VEAUX VILLAS, No. 52,
Peak, from 1st April, 1910.

No. 34, DUDELL STREET, 1st Floor, lofty
Godown, about 58 feet by 35 feet.
HOUSES in BELLIOS TERRACE,
ROBINSON ROAD, newly painted and col-
or-washed, exceptionally cheap rentals.

FOR SALE.—FOR CREST, at Peak, com-
manding a Magnificent View of the Harbour
and adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 9th March, 1910. [91]

TO LET—FURNISHED.

"TANTALLON," 126A, BAKER ROAD,
Rent \$225 per Month. Seen by
appointment only.

Apply to—
GODDARD & DOUGLAS.
Hongkong, 9th December, 1909. [100]

TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st March, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate
Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Tsimshui,
Area 55,200 square feet with 255 feet Sea
Frontage. Especially suited for Storage of
Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, 1st December, 1909. [109]

TO LET.

RESIDENTIAL FLAT, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.

HOUSE in Wong Nei Chung Road.

A HOUSE in RYON TERRACE,
OFFICES To Let, No. 2, Connaught Road,
3rd Floor.

No. 9, MACDONNELL ROAD.

No. 10, DES VEAUX ROAD CENTRAL,
1st floor.

OFFICES in YORK BUILDING,
GODOWNS in PRAYA EAST, BRUN
BUILDINGS,
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st March, 1910. [87]

TO LET—FURNISHED.

"THE GROVE," MACDONNELL ROAD,
Hongkong, 3-Roomed House, fitted
with Electric Light, detached Servants'
Quarters and Tennis Court, from 1st May, 1910.

Apply to—
PERCY SMITH & SETH.
Hongkong, 11th January, 1910. [159]

TO LET.

FIRST FLOOR of No. 4, Des Vaux Road,
recently vacated by Institution of
Engineers and Shipbuilders.

No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building Rooms suitable for Office.

No. 9, PRAXA ROAD, "DEVONIA," contain-
ing 6 ROOMS, Gardens, Tennis Court,
Servants' Quarters.

One GODOWN in MARSH'S LANE.

Apply to—
DAVID SARROON & Co., Ltd.
Hongkong, 8th March, 1910. [95]

TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 8th December, 1909. [95]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about
October, at present in occupation of
Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st March, 1910. [89]

TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 8th December, 1909. [95]

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Hongkong, 1st March, 1910. [89]

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Apply to—
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Hongkong, 8th December, 1909. [95]

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THE HONGKONG LAND INVEST-
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Hongkong, 1st March, 1910. [89]

TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 8th December, 1909. [95]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about
October, at present in occupation of
Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st March, 1910. [89]

TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 8th December, 1909. [95]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about
October, at present in occupation of
Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st March, 1910. [89]

TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 8th December, 1909. [95]

TO LET

TO LET.

NO. 3, CANTON VILLAS, Kowloon.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st March, 1910. [385]

FOR SALE

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.
THE SAME TODAY AS IN 1745.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. (46)THE HONGKONG MILLING CO., LTD.
(IN LIQUIDATION).

FOR SALE, with immediate possession, all the lands comprising the HONGKONG MILLING COMPANY'S Estate at Junk Bay, with the exception of the lot on which the Mill Buildings are erected. The Property for Sale includes New Kowloon Marine Lot No. 5, New Kowloon Farm Lot No. 5, New Kowloon Island Lot No. 31 and 32 and Sai Kung Island Lot No. 5; all the above except Sai Kung Island Lot No. 5, are situated on the South side of Junk Bay, about nine miles from the City, having sea frontage of about 2 1/2 miles, with deep water. Junk Bay is well sheltered and a recognised refuge for large ships in typhoon weather. Sai Kung Island Lot No. 5 is situated about 400 feet above the level of the sea and has a reservoir of about five acres with a dam about 35 feet high. There is in the district time of the year a flow of about 250,000 gallons of water per day and an average supply of about 1,000,000 gallons a day. There are three well-built bungalows on the property. A Police Station is erected on a prominent spur commanding a view of the whole property. Further particulars of the property may be obtained from the Underigned, to whom offers should be addressed not later than the 11th March. The Underigned does not bind himself to accept the highest or any offer for the property.

HORACE PERCY SMITH,
Chartered Accountant,
Official Liquidator,
5, Queen's Road Central,
Hongkong, 25th February, 1910. [329]

NOW ON SALE.

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.
PRICE - - - \$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING PORTIONS OF MARINE LOTS 31 and 32, at PRAXA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., Ltd.,
Engineers & Co.,
PRAXA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-162]

HIGH-CLASS PROVISIONS.

THE WELCOME STORE,
General Storekeepers,
No. 81, DES VEOUX ROAD, CENTRAL.

DEALERS in Canned Goods of every description, from the most famous European and American Manufacturers. Suppliers of all kinds of Provisions to Cantons, Clubs, Hotels, Steamers and Families. Prices charged exceedingly moderate, and orders executed at any time at short notice, with most careful attention and promptitude.
Hongkong, 8th March, 1910. [378]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [525]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1327]

ENTERTAINMENTS

SALON-CINEMA THEATRE
WYNDHAM STREET (Opp. Post Office).

TWO PERFORMANCES DAILY
6.30 P.M. Half Price; 9.15 P.M. Full Price.

Reappearance of
Miss DOBIE MAULEY.
Miss ADA KING, Ballad Singer.
CARL WADNER, Versatile Comedian.

LATEST NOVELTIES IN FILMS.
SPLENDID SEATING ACCOMMODATION.

MATINEES: (SATURDAY AND SUNDAY, AT 4 P.M.)

THEATRE ROYAL,
HONGKONG.

COMMENCING:
ON FRIDAY, MARCH 18TH,
Until Further Notice.

THE
BANDMANN
NEW No. 1
COMEDY CO.

50 LONDON ARTISTES 50

INCLUDING:
MR. HARRY COLE,
MR. ALFRED FRITH,
(Comedians),
MR. FRED. COYNE,
MR. DAN CLIFFORD,
MR. GEO. ARNOLD
AND
MR. J. McGRATH.

MISS CONNIE LEON
(By Permission of Mr. Geo. Edwards),
MISS FLORENCE BUCH,
MISS KARKEEK,
MISS PHEBE KNELLER,
DALY'S THEATRE.

Plan Open on FRIDAY next, 10 o'clock,
at MOUTRIE & Co. [390]

GRACE & CO.,
27, DES VEOUX ROAD.

Dealers in
ASIATIC POSTAGE STAMPS AND
PICTORIAL POST CARDS.
JUST Received a Selection of POSTAGE
STAMP CATALOGUE for 1910
Picture and Painting Books, Novels, Postage
Stamp Albums with Movable Leaf, Puzzle Post
Cards, School and Shopping Bags, Dolls, Toys,
Cigars, Cigarettes, &c., &c.
Inspection Invited. [110]

THE SWATOW DRAWN WORK Co.
17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of
Hand-made Drawn Chinese Linen and
Grass Cloth. All kinds of Silk of best quality,
Canton Embroidery and Chinese Laces from
the latest French Patterns.
Hongkong, 25th December, 1909. [1432]

AS SUPPLIED TO THE HOUSE OF
LOARDS AND HOUSE OF COMMONS.

THORNE'S
OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF BRISTOL AND HAS BEEN SOLD SINCE 1861

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & CO., LTD.
235



CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve
force; cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP

NOTES AND NEWS.

CIVILISATION.

"Why do we send missionaries to the savage?" said the man. "To civilize them."
"What good does that do them?" "It educates them out of habits of idleness." "And what then?" "They go to work." "What do they work for?" "To become prosperous and rich." "What good does prosperity do them?" "It procures them leisure and comfort." "Which was what they had before you started stirring them up. What's the use?"
Cleveland Leader.

COURTESY IN KHEDIVA'S HAREM.

According to the *Temps*, a European favourite of the Khedive Abbas Hilmi has entered his harem. She is the Countess Marianne Toccoak de Zondes, of Austria. The Countess, who is 35, is said to be a remarkable beauty. She was well known in fashionable circles on the Riviera. The Countess, who met the Khedive at Budapest, accompanied him to Cairo. Being a Christian, the position of the Countess at the Khedive's palace was a difficult one. But it is now announced that preparatory to entering the harem she embraced Islamism.

MR. ROCKEFELLER'S "JOB."

Mr. John Rockefeller, jun., was mistaken for a man "out of a job" when he appeared recently at the city comptroller's office in New York. The hall porter refused admittance to the son of the "richest man in the world," telling him that he could not see the Comptroller unless he gave his name first and explained his business. "You're looking for a job, aren't you?" he asked. Mr. Rockefeller assured him that this was not the case, and finally, after much argument, was admitted. When the man learned of the identity of the visitor the reporters state that he "nearly fainted."

A RAPIDLY GROWING FAMILY.

A Los Angeles dispatch of January 22 says:—A mixed quartette of babies—two boys and two girls—arrived last night at the home of Mr. and Mrs. W. W. Wilson in this city, making twelve children born to this couple in nine years. The Wilsons were married in Chicago twenty-five years ago. After their first child was born there was an interval of sixteen years. Then twin girls arrived, followed two years later by triplets. Four years ago another set of triplets made their appearance. Only seven of the children are living, including the four ushered into the world last night.

HOLY WATER OR DEATH.

An extraordinary scene was witnessed recently at Focidia (Crimea) on the return of a party of Mohammedan pilgrims from Mecca. The railway authorities insisted that the large boxes containing flasks of holy water which the pilgrims had brought back with them should be placed in the luggage van of the train. The pilgrims thereupon made a great outcry, and about a hundred of them lay down on the rails in front of the train and declared that they would rather die than be separated from the boxes. In view of their frantic state the railway authorities eventually allowed them to take the boxes into the passenger carriages.

PEER'S SISTER ELOPES.

A London paper understands that the wife of a wealthy young man with political aspirations left her home. The young lady is the sister of a British peer, who is an officer in one of the Household regiments. At the same time a young subaltern in the same regiment hurriedly resigned his commission and went abroad. The resignation was written on a blank sheet of newspaper, and it was promptly returned to the subaltern by the authorities, with the request that it should be put in proper official form. It is understood that this young officer, who is himself exceedingly wealthy, was a party to the lady's hurried departure.

The *Petit Parisien* on the same day stated that three British detectives arrived at the office of a man described as a British officer and a woman whom he is accompanied. The fugitives left hurriedly, and the detectives missed them for a few minutes.

MR. ROCKEFELLER'S BENEFACTIONS.

The philanthropic foundation which is being established by Mr. John D. Rockefeller will have an endowment of a billion dollars according to a Washington telegram in the Manila papers. Mr. Rockefeller, the builder of the Standard Oil trust, is nearly seventy-one years of age. He has already given nearly \$100,000,000 to education and for allied purposes. A list of his benefactions compiled last year includes \$43,000,000 to the General Education Board, \$23,000,000 to the Chicago University, a \$100,000 building and right of residence of Cleveland, \$200,000 to the University of Chicago, \$350,000 to the Baptist Missionary Union, \$500,000 to the Southern Education Fund, \$1,000,000 to Harvard, \$500,000 to the Teachers College and other donations, making a total of \$85,000,000. Since the foregoing list was compiled Mr. Rockefeller has given \$1,000,000 for the eradication of the book worm in the South.

MR. MORGAN'S METHOD.

Mr. J. P. Morgan's Napoleonic method of finances were humorously illustrated in the course of the investigation now proceeding in New York with the object of deciding whether or not his recent purchase of independent telephone companies in Ohio, Indiana, and Missouri, was in violation of the anti-trust laws. The contention of the companies is that Mr. Morgan acquired their stock for \$1,500,000 with the object of establishing a "merger" with the American Telephone and Telephone Company. Mr. Morgan's financial generals reply to this by stating that the stock was bought for his personal account. According to the evidence so far given it appears that an expenditure of \$1,500,000 did not occupy the banking magnate's attention for more than a few minutes. One of his partners, Mr. H. P. Davidson, got into a taxi cab with Mr. Morgan and explained to him in a few hurried words the character of the contemplated transaction. "All right," replied Mr. Morgan, "go ahead. I must keep a dinner engagement." The court in these circumstances decided to dispense with Mr. Morgan's services as a witness, as his personal knowledge of the "deal" was too small to assist the inquiry.

BANKRUPTCY OF AMERICAN BROKERS.

Fisk & Robinson, bond dealers and members of the New York Stock Exchange, failed for \$5,000,000 on the 1st ult. An involuntary petition in bankruptcy was filed by creditors in the United States District Court and Bronson Winthrop was appointed receiver. Shrinkage in the value of Buffalo and Susquehanna Railway stocks and bonds held by the firm caused the failure. The failure is one of the largest since the panic of 1907, not so much as liabilities are concerned, but in view of the importance of the firm, which has branches in Chicago, Boston and Worcester. The firm was founded in 1898 by Harvey Winthrop Fisk, eldest son of Harvey Fisk & Son. A statement issued by the receiver says the firm's secured obligations will approximate \$5,000,000 and that the unsecured debts will exceed \$1,000,000. The high cost of living indirectly caused the failure,

according to Joseph Stanley Brown, manager of the New York office. He said that it was becoming more difficult every day to sell bonds because the high cost of living has driven investors to search for securities that bring a higher income than that offered by bonds.

A MARBLE MAN.

A remarkable case of a man who has developed an appearance of white marble in the skin of his hands, feet, chest, and face is puzzling the doctors at the Birmingham Hospital for Skin Diseases. Like "the brittle man" at the London Hospital his case has so far defied the resources of medical science. The man, Morgan Field, a needle pointmaker, contracted a severe attack of pneumonia four years ago which incapacitated him for six months. Shortly after his skin became marble white, devoid of expression. The natural lines of the skin have been obliterated, the man is stony cold to the touch, and the skin has the appearance of that of a dead man. The skin has become so tight around the joints that he is unable to bend them, and he can only partially open his mouth with difficulty. No case of this extraordinary severity has been seen before at the hospital, which has been established nearly thirty years. The condition is thought to be due to an obstruction in the arteries, veins, or lymph vessels, dependent upon some disturbance in the vaso-motor nervous centre. At present the man is being treated with a view to improving his nutrition and increasing the blood circulation, and it is hoped that later on the treatment at the new Birmingham Electric Radium Institute, which is being built in connection with the hospital, will be the means of relieving this poor sufferer in his terrible affliction.

A FAMOUS LONDON OUTRAGE'S DEATH.

The death occurred last month after a long illness, at the age of 72, of Mr. George Arthur Ring, of the firm of Ring & Bryner, which for the last two centuries has catered for most of the great City dinners at the Mansion House and Guildhall. The business was established by Mr. Horton, at No. 15, Cornhill, where it is still carried on, in the reign of George I. Mr. Samuel Birch, who became the subsequent proprietor, was Lord Mayor in 1815. Amongst other accomplishments he was a poet and a dramatic writer. He laid the first stone of the London Institution, and went by the nickname of "Mr. Peppercorn." He wrote "The Adopted Child," and other stories, and used annually to send a Twelfth-cake to the Mansion House. Mr. Ring was a descendant of the original Ring who took over the business from Alderman Birch in 1836, and practically no dinner at the Mansion House or the Guildhall seemed complete without his presence. He was personally known to all the Lord Mayors of the past half century, and was actively engaged in the business up to within a short time ago. One of the most treasured relics of the firm is a silver beaver, made in shape of a turtle, and dating back to 1751. This has been used for over seventy years. An antiquarian society recently inspected the shopfront, and at their suggestion the whole was cleaned and repainted, with the result that some beautifully-carved woodwork was found under the many layers of paint, as the building now presents the same appearance that it did some two centuries ago.

ROOSEVELT'S REMOVAL.

The engagement is announced of Mr. Theodore Roosevelt, jun., eldest son of the ex-President, to Miss Eleanor Butler Alexander, daughter of Mr. H. A. Alexander. Mr. Theodore Roosevelt, jun., was educated at Harvard, and afterwards served his apprenticeship as a wool sorter in a big carpet factory at Thomaston, in Connecticut. While there engaged he once said to a reporter, "I want to be treated just as any other man in the sorting department will be. If I can't make good I suppose I'll be fired."

While at the university he was arrested with three others after a riotous outbreak by Harvard students on Boston Common, in which a policeman was seriously injured. All the other students fled except young Roosevelt and his companions, who were taken to the police station in a patrol wagon. "I was innocent," young Roosevelt told the magistrate. "Your father's son would not lie," the magistrate replied, and Roosevelt was discharged. Young Roosevelt, both at work and at play, is as energetic as his strenuous father. His vigour found vent at an early age in practical joking. When Vice-President Mr. Roosevelt invited an elderly Foreign Envoy to stay with him, Mrs. Roosevelt put her daughter into another room to make place for their guest. Theodore, ignorant of the arrangement, next morning crept into his sister's room, and dashed a pail of cold water over the sleeper, exclaiming, "Get up, lazy bones!" The Foreign Envoy's astonishment at this unlooked-for example of American strenuousness has never quite deserted him. Ex-President Roosevelt has six children—Theodore, Kermit, Quentin, Archie, Ethel and Alice.

CHINESE PORK FROM HAINAN TO LONDON.

Dr. Herbert Williams, Medical Officer of Health of the Port of London, has notified to the Corporation the recent arrival of a steamer off Greenwhich conveying amongst other cargo 5,647 frozen carcasses of pigs from Hainan, China. These carcasses had a label attached certifying that they had been examined at the place of slaughter, but such certificate had not received the approval of the Local Government Board, and so was not an "official" certificate within the meaning of the Public Health (Foreign Meat) Regulations, 1908. Inasmuch as the back-bones had been removed, the carcasses were not the entire carcasses of the pig, and therefore were technically foreign meat of Class I. The carcasses remained on board the steamer, among the cargo were 65 cases of "pigs' bungs," which consisted of portions of intestines imported solely for making sausage skins. Many of these had indications that the pigs had suffered from swine fever. Another vessel arrived later on from China with 2,621 similar carcasses. Of these 800 were entire and the remainder were without backbones. There were also on board 51 packages of "pigs' bungs," with similar indications of swine fever. The Local Government Board had upheld the medical officer's view of the matter, requiring the exportation of the carcasses, with the result that all that was expected, probably in the form of bacon. Swine fever was evidently present in China, and the precautions to prevent the spread of it were probably few—if any. None of the "pigs' bungs" were intended for human food. It was clear (states Dr. Williams) that the importation of pork from countries where the official certificate had not been approved by the Local Government Board could be permitted only under the strictest supervision and the most careful consideration.

DAVID COLEMAN & SONS
MERCANTILE NAVY
WHOLESALE
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO
Sole Agents.
[1535]

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

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We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GILLY & Co., Bankers, 5, Rue de la Bourse, PARIS (France). [230]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is present in Wincarnis given in TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong,
No. 22, Museum Road, Corner of Sochow Road, Shanghai. [257]

NEW GERMAN GUNBOAT FOR THE YANGTZE.

A new river gunboat named *Otter* has just been built for the German Government to be added to the fleet in Chinese waters. It has been constructed and equipped by the well-known firm of J. C. Tecklenburg & Co., of Göttingen, and is named by the Shanghai Dock and Engineering Co., Ltd., at their International Dock under the supervision of Herr Max Biese of the former firm.

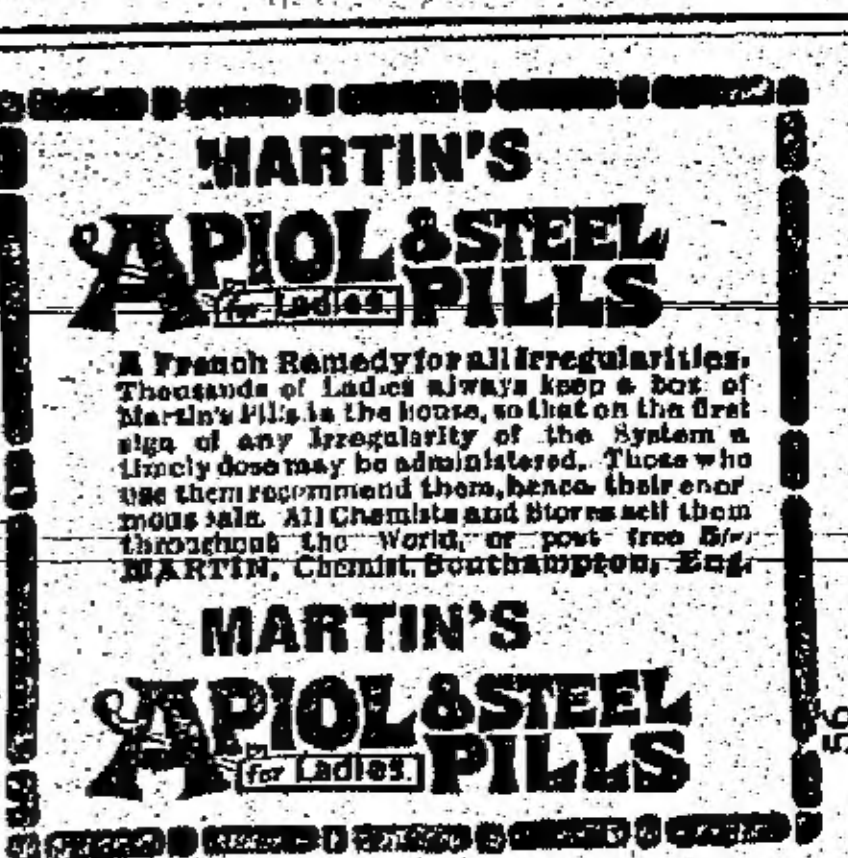
The vessel, the *N.-C. Daily News* says, presents an extremely smart appearance and is built throughout of a special armoured steel which combines the advantage of great strength and extreme lightness. The quarters for the officers, crew and hospital have been thought out and arranged for the high temperatures of the summer months, while to add to the comfort a refrigerating machine has been installed of the very latest pattern.

The machinery consists of two Schultze water tube boilers generating steam at a working pressure of 16 kilograms per square centimetre, and supplying same to two sets of triple expansion surface condensing engines running at 300 revolutions per minute and developing 1,700 indicated horse-power capable of driving the vessel at a speed of 14 knots.

The official trial took place on the 25th ultimo, outside Woosung, with most satisfactory results, all requirements being more than fulfilled in every case, with the result that the commission appointed by the Admiralty had the merchant marine flag hoisted down on the return trip and the naval flag hoisted, denoting that the *Otter* had been taken over and placed in commission. We understand that Mr. Biese is well satisfied with the speedy work of the Shanghai Dock & Engineering Co., Ltd., and has been authorized to congratulate the firm on having finished the whole work in much less than the contract time.

STENOGRAPHY IN CHINA.

One of the notable features of parliamentary institutions in Japan, the *Japan Times* says, was that from the very day of the Diet's opening, it was found possible to organize a competent staff of stenographers, so that alone among the nations of the world Japan possesses a veritable record of her Parliament's proceedings from the very outset. The Chinese have apparently appreciated this fact. It appears that the office charged with the duty of making preparations for the opening of the National Assembly has decided that a school of stenography must be opened at once in Peking. There are to be 100 students, 12 from the metropolis and the remainder from the various provinces.



NEW CARTRIDGES.

By popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 8880—at \$6.50 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & Co
Hongkong 26th October, 1906. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.
EISENSEN & Co.
Hongkong, 6th March, 1907. [138]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
FROM ANYWHERE, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NILE."
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent,
Hongkong, 8th March, 1910. [1]

NORDBEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and wharves of the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th Mar. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Mar. at 9.30 A.M.

All Claims must reach us before the 19th Mar. or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDBEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 8th March, 1910. 5

MITSU BISHI GOSHI, KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAKAZUTA, SAYO, SHINNEI and KANIAMADA, Collieries.

SOLE AGENTS for KISHIDAKE, MIYAO and KIGYO KOMATSU Co., Ltd.

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Cable addresses for above, "MIWASAKI" Co., Ltd., ABC 5th Ed., Western Union.

AGENTS—
YOKOHAMA—M. ASADA, Esq.
CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACDONALD & Co.
For Particulars apply to
R. OISHI,
Manager,
No. 2, Telok, Street, Hongkong.
Hongkong, 9th January, 1909. [166]

SHIPPING.

ARRIVALS.

ALINE WORKMAN, British str., 1,449, J. D. Marlin, 9th March—Saigon 4th March, Rice and General—Man Fat & Co.
BINGO MARU, Japanese str., 6,247, S. J. G. Parsons, 9th March—Shanghai 6th March, General—Nippon Yusen Kaisha.
KANOR, French str., 630, J. Panier, 9th March—Haiphong and Hanoi 8th March, General—A. E. Marry.
KARONGA, British str., 2,532, Leslie, 8th March—New York 16th Jan, General—Shaw, Tomes & Co.
SHINSHU MARU, Japanese str., 2,450, Otaki, 9th March—Mojji 3rd March, Coal—Osaka Shosen Kaisha.
WAKAMATSU MARU, Japanese str., 2,778, U. Aikawa, 9th March—Wakamatsu 3rd March, Coal—Mitsui Bishi Goshi Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
9th March.
Bingo Maru, Japanese str., for Singapore.
Bujun Maru, Japanese str., for Swatow.
Namsang, British str., for Singapore.
Pronsing, Norwegian str., for Dalny.
Seang Dee, British str., for Amoy.
Singon, British str., for Haiphong.
Tjiboda, Dutch str., for Shanghai.

DEPARTURES.

9th March.
CHUYEN, Chinese str., for Shanghai.
Hainan, British str., for Swatow.
Indrak, Danish str., for Singapore.
Jaya, British str., for Singapore.
KARONGA, British str., for Shanghai.
LUTZOW, German str., for Europe, &c.
PRINZ SIGISMUND, German str., for Yokohama.
TAIWAN, British str., for Saigon.
WONGKOK, German str., for Hongkong.

SHIPPING REPORTS.

The British str. Aline Workman reports: Fresh to moderate N.E. wind and rough sea. The Tjiboda str. Karong reports: Very bad weather in Atlantic, thence moderate and fine.

VESSELS IN DOCK.

March 9th.
KOWLOON DOCK.—Rin Lina, Seang Bee, Providence, I.L.C.M.S. Kwong Hoi, H.F.M.S. Patria.

TAIKOO DOCK.—Union Water Boat No. 8 and 9, Ichang, Japanese.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE

ITALIANA.
(Florio and Bulatino United Companies.)

STEAM FOR HOMBAT
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to PERLAIN VAL and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
"CAPRI."

Captain Dini, will be despatched as above on TUESDAY, the 15th inst., at Noon.
For further particulars regarding Freight and Passage, apply to

CABLOWITZ & Co.,
Agents.

Hongkong, 4th March, 1910. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON
AUSTRALIA, INDIA, ADEEN, EGYPT
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"MACEDONIA."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for London Direct, calling at Bombay for passengers and Mails, on SATURDAY, the 19th March, 1910, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to

R. HEWETT,
Superintendent.

Hongkong, 8th March, 1910. [1]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY COAST)

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.

"SIKH" On 29th March.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.

Hongkong 8th March, 1910. [296]

"SHIRE" LINE OF STEAMERS, LTD

For LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship
"FLINTSHIRE."

Capt. G. C. Cundy, will be despatched as above on or about the 1st April.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 3rd March, 1910. [358]

"SHIRE" LINE OF STEAMERS,
LIMITED.

For LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship
"GLAMORGANSHIRE."

Captain H. C. Norris, will be despatched as above on or about 21st April.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 3rd March, 1910. [359]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via USUAL PORTS OF CALL	MACEDONIA	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SUNDIA	Brit. str.	—	E. A. Peters	P. & O. S. N. Co.	About 23rd inst.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 1st April
LONDON, ROTTERDAM & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st April
COPENHAGEN & BALTIC PORTS	YEDDO	Swed. str.	—	—	MELCHERS & Co.	Beginning of April
ROTTERDAM & HAMBURG via STRAITS, &c.	SAHRA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 27th inst.
HAVRE & HAMBURG via STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 13th inst.
M/ REBELLES, &c, via PORTS OF CALL	SAKONIA	Ger. str.	k. w.	Thiele	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES & HAMBURG via STRAITS, &c.	ERIKST. SHORN	Frans. str.	—	Oliver	MELCHERS & Co.	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SLAVONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 16th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	J. Naga	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINE	On 3rd April
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 13th April, at D'light
THIESIE, &c, via SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIEBE & Co.	On 26th inst., at Noon
NEW YORK	INDRAVELLI	Brit. str.	—	Pilcher	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
NEW YORK	SIXH	Brit. str.	—	—	DODWELL & Co., Ltd.	On 29th inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	KUMERIC	Dut. str.	—	J. Mathie	DODWELL & Co., Ltd.	On 12th inst.
VANCOUVER (DIRECT)	KUMERIC	Dut. str.	—	—	CANADIAN PACIFIC R. Co.	On 26th inst., at 7 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 24th May, at Noon
VANCOUVER, SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 26th April, at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	ANABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 23rd inst., at Noon
TACOMA via JAPAN	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 27th April, at Noon
CALLAO IQUIQUE, &c, via JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	—	OTO KISEN KAISHA	On 18th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 18th inst., at Noon
AUSTRALIAN PORTS via MANILA	KYUNO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 15th inst., at Noon
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 25th inst., at D'light
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 15th April, at Noon
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Jap. str.	—	D. Lenz	MELCHERS & Co.	About 8th inst.
KOBE & YOKOHAMA	ITO MARU	Jap. str.	—	Harrison	NIPPON YUSEN KAISHA	On 15th inst., at Noon
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 17th inst., at Noon
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 15th inst., at Noon
JAPAN	TUPANAS	Dut. str.	—	J. B. v. Damme Jolink	JAVA-CHINA-JAPAN LLOYD	On 15th inst., at Noon
WEIHAIWEI, CHEFOO & NEWCHANG	NANCHANG	Brit. str.	1 m.	Kennie	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str.	—	O. Pannke	MELCHERS & Co.	About 9th inst.
SHANGHAI	ANHO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHOTANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light
SHANGHAI	LIBERIA	Ger. str.	k. w.	Knaebel	HAMBURG-AMERICA LINE	On 12th inst.
SHANGHAI	CHIRWA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	YOSHIO MARU	Jap. str.	—	Broc	MELCHERS & Co.	On 14th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	YOSHIO MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th inst.
SHANGHAI	DEVANHA	Brit. str.	—	H. Powell	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CATHAY	Dut. str.	—	C. Lindbergh	P. & O. S. N. Co.	About 17th inst.
SHANGHAI	LINAN	Brit. str.	1 m.	C. C. Talbot, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	SAEDITHA	Brit. str.	—	—	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, KOBE & YOKOHAMA	ALBESIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 1st April, at Noon
SHANGHAI	TJIBODA	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LLOYD	Quick despatch.
ANPING via SWATOW & AMOY	SOBU MARU	Jap. str.	—	R. Segal	OSAKA SHOSEN KAISHA	On 16th inst., at 10 A.M.
TAMU via SWATOW & AMOY	DAIGO MARU	Jap. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	On 13th inst., at 10 A.M.
AMOI, MANILA, CEBU & ILOILO	KATFONG	Jap. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AMOI & POOCHOW	HAIRONG	Brit. str.	2 h.	Hodgins	DODGINS LAFRAIK & Co.	On 12th inst., at 2 P.M.
SWATOW	HAIRONG	Brit. str.	2 h.	Evans	DODGINS LAFRAIK & Co.	To-day, at 10 A.M.
SWATOW, AMOY & POOCHOW	HAIRONG	Brit. str.	2 h.	W. C. Passmore	DODGINS LAFRAIK & Co.	On 15th inst., at 10 A.M.
SWATOW & HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
MANILA	YUEHSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHAW, TOMES & Co.	On 12th inst., at Noon
MANILA	TRAN	Brit. str.	1 m.	A. W. Underbridge	BUTTERFIELD & SWIRE	On 15th inst., at Noon
MANILA	LOOHSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	A. Fraser	SHAW, TOMES & Co.	On 19th inst., at Noon
MANILA	TAMING	Brit. str.	1 m.	Pennfather	BUTTERFIELD & SWIRE	On 22nd inst., at 3 P.M.
BOMBAY via SINGAPORE & PENANG	CAPRI	Ital. str.	—	Dini	CARLOWITZ & Co.	On 15th inst., at Noon
BOMBAY via SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	—	P. Comber	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	LAIRANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon
BATAVIA, CHERIBON, SAMARANG, &c.	TUMAH	Dut. str.	—	Bosman	JAVA-CHINA-JAPAN LLOYD	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. O. PANNKE	About 9th March.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 25th Mar., at D'light

For further Particulars, apply to
**NORDDEUTSCHER LLOYD,
MELCHERS & Co.,**
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 2nd March, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
via
MOJI, KOBE AND YOKOHAMA.

Steamer	Tonn.	Captain	Sailing Date.
KUMERIC	6,232	J. Mathie	On 12th March.
AMERIC	4,363	J. Boyd	On 7th April.
SUVERIO	6,232	S. Skelton	On 5th May.
OUEANO	4,657	E. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.

Hongkong, 18th January, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN via
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIEN" Capt. Broc	On 14th Mar., P.M.
MARSEILLES, via PORTS	"ERNEST SIMONS" Capt. Girard	On 15th Mar., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANEN" Capt. Seller	On 28th Mar., P.M.
MARSEILLES, via PORTS	"TONKIN" Capt. Chambaud	On 29th Mar., 1 P.M.

Transshipping on the Co's Steamers of Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Building.

Hongkong, 2nd March, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between Canada, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki, (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.—The only Line that maintains a Regular Scheduled Service of 12 DAYS TOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF JAPAN" Sat., 26th Mar.	"EMPERESS OF IRELAND" Fri., 22nd April
"EMPERESS OF CHINA" Sat., 23rd April	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF INDIA" Sat., 14th May	"ALLAN LINE" FRIDAY, 19th June
"MONTEAGLE" Tuesday, 24th May	"EMPERESS OF BRITAIN" Fri., 1st July
"EMPERESS OF JAPAN" Sat., 4th June	"EMPERESS OF CHINA" Sat., 25th June
"EMPERESS OF CHINA" Sat., 25th June	"EMPERESS OF BRITAIN" Fri., 22nd July

Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" Steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports of New York £71 10s. Intermediate (on Steamers) "24s." "24s."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"KUMERIC."

FROM HONGKONG.

ON SATURDAY, the 12th MARCH.

FOR VANCOUVER DIRECT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	About 17th March	Freight and Passage.
LONDON via USUAL PORTS OF CALL	MACEDONIA Capt. J. D. Andrews, R.N.R.	Noon, 15th March	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSHALLS	SUNDA Capt. R. A. Peters	About 2nd March	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 25th March	Freight and Passage.

For further Particulars, apply to

R. A. HEWETT,
Superintendent.

Hongkong, 10th March, 1910.

CHINA NAVIGATION CO., LD

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SINGAN"	On 10th Mar. 9 A.M.
AMOI, MANILA, CEBU and ILOILO	"KAIKONG"	On 10th Mar. 4 P.M.
SHANGHAI	"ANHUI"	On 12th Mar. 4 P.M.
WILHAIWEL, CHEFOO and NEWCHANG	"YANCHANG"	On 12th Mar. 4 P.M.
SHANGHAI	"CHINCHUA"	On 13th Mar. 4 P.M.
MANILA	"TEAN"	On 15th Mar. 3 P.M.
SHANGHAI	"CHENAN"	On 17th Mar. 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 18th March, 4 P.M.
SHANGHAI	"LINAN"	On 20th Mar. D'light
MANILA	"TAMING"	On 22nd Mar. 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SOWEY STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SOWEY STEAMERS ("ANHUI" "CHENAN" "CHINCHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 10

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 10th Mar. Noon.
MANILA	"YUENSANG"	Friday, 11th Mar. 4 P.M.
SHANGHAI	"CHOYSANG"	Sunday, 13th Mar. D'light
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 15th Mar. Noon.
MANILA	"LOONGSANG"	Friday, 18th Mar. 4 P.M.
SHANGHAI, KOBE & MOJI	"POOKSANG"	Friday, 18th Mar. Noon.

RETURN TOUS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. 14

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	Midweek of March.
COPENHAGEN and BALIC PORTS	"YEDDO"	Beginning of April.

For Further Particulars apply to

MELOERS & Co., AGENTS. 6

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HALMUN," Capt. Evans	SWATOW	THURSDAY, 10th Mar. at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	AMOI and FOCHOW.	SATURDAY, 12th Mar. at 2 P.M.
"HATCHING," Capt. W. C. Passmore	SWATOW, AMOI and FOCHOW.	TUESDAY, 15th Mar. at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only.
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th March, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

STEAMERS	TONS	SAILING DATES.
S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	June 25th, at Noon.
S.S. KIYO MARU	17,200 "	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS	TONE	SAILING DATES.
MAHSEILLES, LONDON and ANTWERP via SINGA- PORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU Capt. Wm. Thompson, 9,000		WED'DAY, 16th Mar. at Daylight.
	KANAGAWA MARU Capt. J. Nagao, 7,000		WED'DAY, 23rd Mar. at Daylight.
	HITACHI MARU Capt. N. Mathieson, 7,000		WED'DAY, 30th Mar. at Daylight.
	MIYAZAKI MARU Capt. T. Mura, 9,000		WED'DAY, 13th April, at Daylight.

VICTORIA B.C. & SEATTLE

\$ KANAKURA MARU
Capt. K. Kori, 7,000

\$ AWA MARU
Capt. S. Ishikawa, 7,000

\$ INABA MARU
Capt. K. Kawa, 7,000

KUMANO MARU
Capt. M. Winkler, 6,000

YAWATA MARU
Capt. T. Seldine, 5,000

IKO MARU
Capt. Harrison, 7,000

YAWATA MARU
Capt. T. Seldine, 5,000

YETOROFU MARU
Capt. A. Keith, 5,000

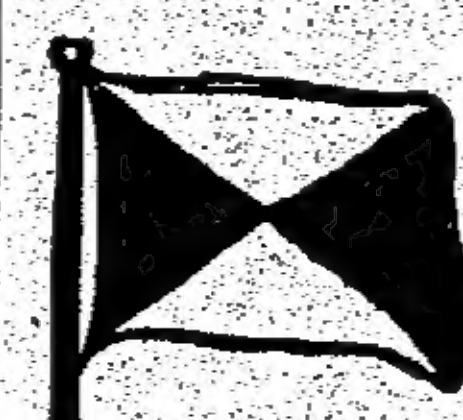
KITANO MARU
Capt. F. E. Caps, 9,000

COLOMBO MARU
Capt. E. Combes, 5,000

Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 9th March, 1910.

T. KUSUMOTO,
MANAGER. 15

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 12th Mar. Noon.
RUBI	2540	A. Fraser	Manila	On 19th Mar. Noon.

For Freight or Passage apply to

SHEWAN TOMES & Co.,
General Managers. 12

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAYRE & HAMBURG:
S.S. LIBERIA	15th March.
S.S. ALESIA	25th March.
S.S. ANDALUSIA	8th April.
S.S. SILESIA	21st April.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 25th February, 1910.

Hongkong Office. 11

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &C.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

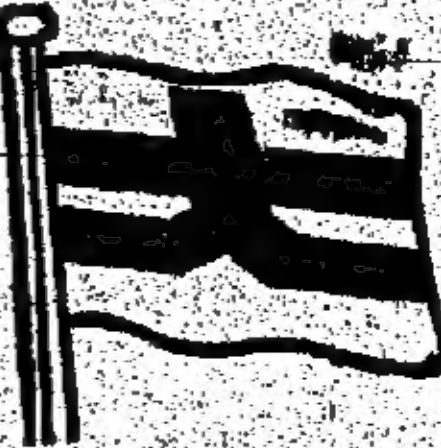
PLAYS of 1910.

Head Office for the Far East—
16, DES VEUZ ROAD,
HONGKONG.Japan Office,
14, WATER STREET,
YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, "SEATTLE MARU" Capt. T. Saito	6,178 6,182	WED'DAY, 23rd March, at Noon WED'DAY, 20th April, at Noon.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for stowage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at low
Rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW & AMOI	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 13th Mar. at 10 A.M.
ANPING via SWATOW & AMOI	"SOSHU MARU" Capt. K. SUGI	WED'DAY, 16th Mar. at 10 A.M.

Fast Speed. Superior Passenger Accommodation. Electric Light throughout
First Class Cuisine.
The Newly Built Steamers "CHOHUN MARU" and "BUON MARU" have First Class
Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER. 8771

SHIPPING IN PORT.

ANORIN, German str., 1,001, C. Kumpel, 3rd
March—Bangkok 22nd February, Hico and
Moal, Butterfield & Swire.
ANWU, British str., 1,325, J. B. Harris, 6th
March—Shanghai 5th March, General—
Butterfield & Swire.
ANTUNG, Norwegian str., 904, Ole O. Danielson,
7th March—Chinkiang 2nd Mar., Ground-
nuts—Aagaard, Thoresen & Co.
BENDORAN, British str., 2,887, A. W. E.
Thomson, 8th Mar.—Singapore 2nd Mar.,
General—Gibb, Livingstone & Co.
BOJEN MARU, Japanese str., 1,374, Y. Fuseno,
6th March—Swatow 5th March, General—
Osaka Shosen Kaisha.
CARL, DEERICHSEN, German str., 774, J.
Kryer, 27th Feb.—Haiphong and Hoihow
23rd Feb., General—Jensen & Co.
CHANDICOR, British str., 1,203, Dees Lewis,
5th March—Daly and Chefoo 1st March,
Beans—Butterfield & Swire.
CHIZA, American str., 3,168, D. E. Friels, 1st
March—San Francisco 1st Feb., General—
P. M. S. Co.
CHOWA, German str., 1,055, F. Schmetts, 6th
March—Bangkok 27th Feb., Timber and
Rice—Norddeutscher Lloyd.
DAGUY, Norwegian str., 835, Solvess, 8th
March—Kwang Yeu 5th March, Cement
Stones—Aagaard, Thoresen & Co.
EMBERS OF JAPAN, British str., 3,039, W.
Davison, E.N.R., 4th March—Vancouver
10th Feb., Mails and General—C. P. R. Co.
FRI, Norwegian str., 860, N. Andersen, 4th
March—Saigon 27th Feb., Rice—Aagaard,
Thoresen & Co.
ICANG, British str., 1,228, Thobden, 25th
Feb.—Chinkiang 19th Feb., General—
Butterfield & Swire.
KAIPONG, British str., 897, Warrack, 8th
March—Cebu and Iloilo 4th March, Sugar
—Butterfield & Swire.
KWANGTAN, Chinese str., 1,536, W. H. Lunt,
6th March—Shanghai 3rd March, General
—C. M. S. N. Co.
LAETTES, British str., 1,540, Frampton 23rd
Feb.—Saigon 18th Feb., General—Wo
Fut Sing.
LAISANG, British str., 1,544, M. Picknell, 1st
March—Saigon 24th February, Rice—
Jardine, Matheson & Co.
MICHAEL JEBBER, German str., 951, J. Peter-
sen, 3rd Mar.—Swatow 2nd Mar., Ballast—
Jensen & Co.
MANOHURA, American str., 8,750, A. Dixon,
7th March—San Francisco 8th February,
General—P. M. S. Co.
NAMWAT, British str., 2,591, P. M. B. Lake,
3rd March—Moji 27th Feb., General—
Jardine, Matheson & Co.
NAWALAN, British str., 1,052, Spink, 2nd
Feb.—Chefoo and Weihaiwei 23rd Jan.,
Butterfield & Swire.
PAKAT, German str., 1,018, J. Wenzel, 6th
March—Bangkok 26th February, General
—Butterfield & Swire.
PELOMETHEUS, Norwegian str., 1,024, Ole
Kerulansen, 4th March—Bangkok 23rd
Feb. and Swatow 3rd March, Rice and
General—Aagaard, Thoresen & Co.
PEORINER, Norwegian str., 745, Christensen,
3rd March—Saigon 27th February, Rice—
Aagaard, Thoresen & Co.
PROVIDENCE, Norwegian str., 695, Cornelissen,
21st Feb.—Daly 15th February, Beans—
Aagaard, Thoresen & Co.
PRUTH, British str., 2,067, Gass, 3rd March—
Saigon 1st February, Salt—Dodwell &
Co.
SEANG BEE, British str., 5,789, W. T. Larkins,
20th Feb.—Amoy 20th Feb., General—
Seang Tak Hong.
SHANG, British str., 1,140, J. E. Laing, 5th
March—Hongkong 3rd March, Coal and
Cement—Bealby & Co.
SHINKOKU MARU, Japanese str., 2,637, Saki,
8th March—Moji 2nd March, Coal—Ataka
& Co.
SIGNAL, German str., 907, G. Schleikier, 28th
February—Saigon 24th February, Rice—
Jensen & Co.
SINGAN, British str., 1,647, F. Jamieson, 6th
March—Haiphong 27th Feb. and Hoihow
5th March—General—Butterfield & Swire.
SUTTON HALL, British str., 2,870, W. J.
Hansford, 28th Feb.—New York 24th
Feb., Case Oil—Standard Oil Co.
SZECHEWEN, British str., 1,142, J. V. Stifford,
7th March—Daly 2nd March, Coal—
Butterfield & Swire.
TACOMA MARU, Japanese str., 6,178, H. Yama-
moto, 6th March—Manila 4th March—
General—Osaka Shosen Kaisha.
TAMARU, British str., 1,140, J. E. Laing, 5th
March—Hongkong 3rd March, Coal and
Cement—Bealby & Co.
TIENTSIN, British str., 1,227, P. Boyd, 15th
Feb.—Miles 3rd February, Coal—Butter-
field & Swire.

MEN OF WAR ON THE CHINA AND JAPAN STATION.

BRITISH.
Alacrity, despatch boat, 700 tons, 4 guns,
3,000 h.p., Comd. C. T. Fuller, Shanghai.
Asatree, 2nd class cruiser, 4,560 tons, 10 guns,
7,000 h.p., Captain F. E. C. Egan,
Hongkong.
Bedford, 1st class cruiser, Capt. E. S. Fitzher-
bert, R.N., Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. E. P. Noble, Shanghai.
Cadmus, British sloop, 1,070 tons, Comdr. H. L.
P. Heard, Shanghai.
Cherub, water tank and tug, 390 tons, 300 h.p.,
Master S. West, Hongkong.
Clive, British sloop, 1,070 tons, Comdr. C. T.
Borrett, Shanghai.
Fama, torpedo-boat destroyer, 310 tons, 6
guns, 5,700 h.p., Lieut. Comdr. Thomas,
Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Capt. Roland Nugent,
Hongkong.
Handy, torpedo-boat destroyer, 275 tons, 6 guns,
4,000 h.p., Lieut. Comdr. Heathcote,
Hongkong.
Hart, torpedo-boat destroyer, 275 tons, 6 guns,
4,000 h.p., Lieut. Comdr. Monro, Hong-
kong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., Lt. Comdr. Heathcote, Hong-
kong.
Kent, 1st class cruiser, 9,800 tons, 14 guns,
22,000 h.p., Capt. G. C. A. Marescaux,
Hongkong.
King Alfred, 1st class cruiser. Flagship of
Vice-Admiral the Hon. Sir Hedworth
Lambton, Commander-in-Chief, 14,100 tons,
18 guns, 30,000 h.p., Capt. L. Clinton-
Baker, en route Colombo.
Kinshira, river gunboat, 616 tons, Lieut. Comdr.
T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
h.p., Comdr. J. White, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. H. T. Rickard, West
River.
Saipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Alan Dixon, Yangtze.
Taku, torpedo boat destroyer Gunner Barlow,
Hongkong.
Tamar, receiving ship, 4,500 tons, 6 guns,
Commodore Lyon, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. H. R. Godfrey, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. H. T. Atley, Yangtze.
Viking, torpedo-boat destroyer, 395 tons, 6 guns,
6,500 h.p., Comdr. H. Stevenson,
Hongkong.
Waterwitch, surveying ship, 620 tons, 450 h.p.,
Lieut. Comdr. H. P. Douglas, Hong-
kong.
Whiting, torpedo-boat destroyer, 360 tons, 5
guns, 5,900 h.p., Lieut. Comdr. C. A.
Framant, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,
Lt. Comdr. John F. Knox, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. H. B. V. Cottrell, Dong-
yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. G. R. Livingstone, Yangtze.

